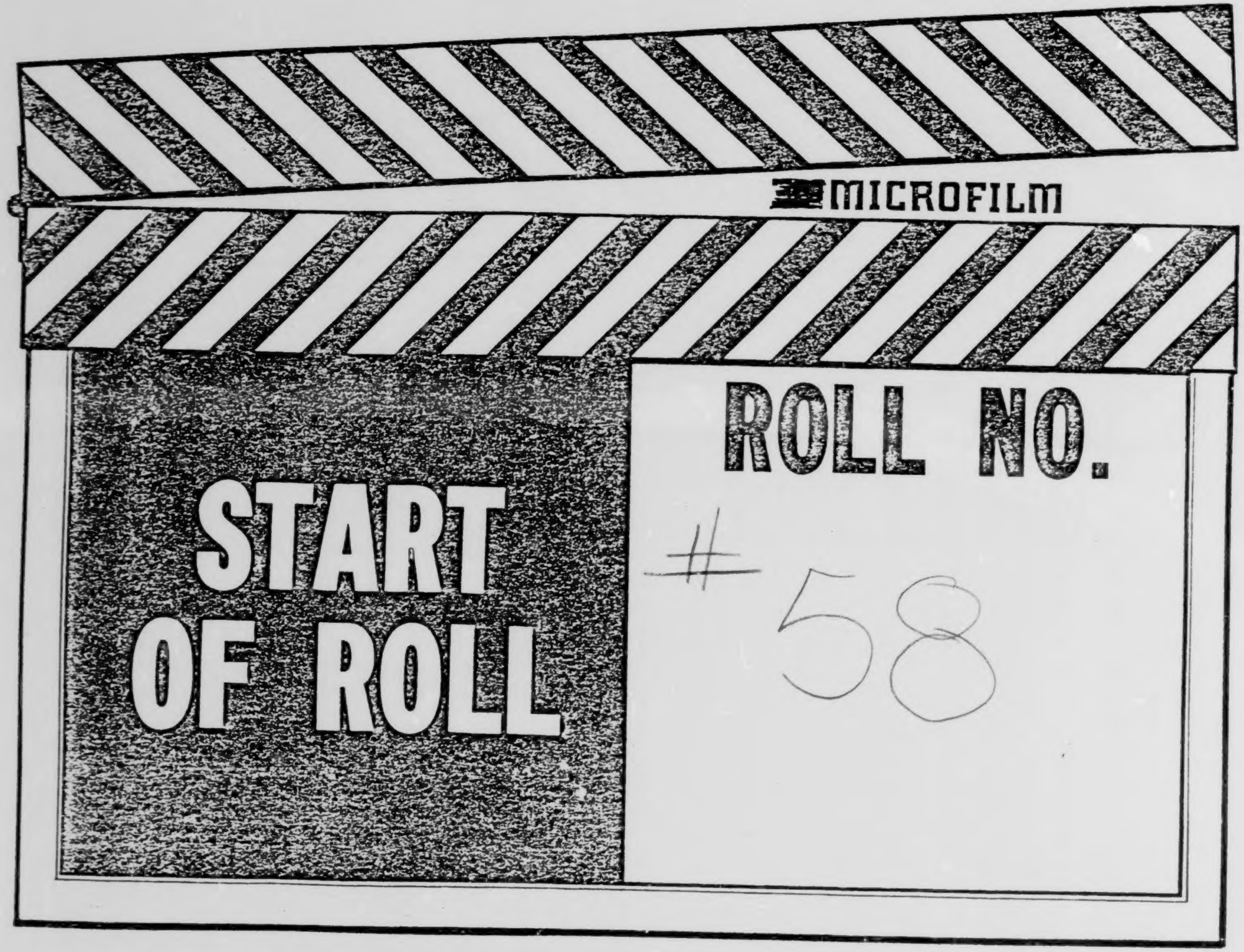

MICROFILM

START OF ROLL

ROLL NO.

58

FI-174(10) Herman Cr. Road-Gorton Cr. 1951
Sec., Columbia River Hwy.
#3475 [redacted]

Remington Rand
CATALOG NO. 50428 R · IF FASTENERS
ARE TO BE INCLUDED PLEASE SPECIFY
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RECEIVED
MAR 1 1951
FOR FILING

FI-174(10)

H 3425

March 13, 1951

FI-174(10)

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Your File: 91-7

Dear Sir:

With reference to the form of agreement you submitted to this office with your letter of February 23, I am sorry that you have not been advised of subsequent action in this matter.

This agreement arrived in this office on February 26, at which time the Highway Commission was in session in Portland. The agreement was transmitted immediately, by messenger, to me, and was presented to the State Highway Commission for its consideration. It was the opinion that two elements of the provisions should be modified slightly, and, if these modifications were made, the Highway Commission agreed to execute the document when presented.

On March 2, 1951 Mr. Devers conferred with Mr. Betz relative to these modifications, and I attach hereto a copy of a letter addressed to the attention of Mr. Betz over the joint signatures of R. H. Baldock and J. M. Devers as of March 5.

We are now anxiously awaiting your granting a right of entry with the assurance that the agreement will be executed by our Highway Commission upon its receipt.

This letter is to further verify the fact that the agreement will be executed by the Oregon State Highway Commission upon its presentation, and we again request that the right of entry be granted immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

1951

FOR FILING

DOMESTIC SERVICE

INTERNATIONAL SERVICE

CLASS OF SERVICE
This is a full-rate Telegram or Cablegram unless its de-

WESTERN UNION

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable

DOMESTIC SERVICE	
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FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☒

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
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FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

A E STODDARD SALEM ORG MAR 12 1951

PRESIDENT UNION PACIFIC RAILROAD COMPANY OMAHA NEBR

RETEL 11TH REFERENCE ENCROACHMENTS UNION PACIFIC PROPERTY ONLY ONE MINOR REVISION OF ENCROACHMENTS CONSIDERED SINCE FINAL INSPECTION OCTOBER 9TH CONSISTING OF SLIGHT CHANGE ON PROPERTY OWNED BY UNION PACIFIC SEVERAL HUNDRED FEET FROM YOUR TRACKS. THE COMMISSION HAS AGREED TO SIGN AGREEMENT YOU ARE NOW PREPARING AND WE URGE IMMEDIATE RIGHT OF ENTRY. ALSO URGE EARLY ACTION ON ADDITIONAL ENCROACHMENTS REQUESTED BETWEEN GORTON CREEK AND MOSIER. MAY WE ASK WHEN WE MAY EXPECT APPROVAL? THANK YOU FOR YOUR EFFORTS TO EXPEDITE MATTER.

BEN R CHANDLER

1951
OR FILING

DOMESTIC SERVICE

INTERNATIONAL SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cable unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS

DL = Day Letter
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LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA008

PR.LLB093 CAK=PORTLAND ORG 11 902A= 1951 11 9 58

BEN R CHANDLER=
CHAIRMAN STATE HIGHWAY COMMISSION SALEM ORG=

:RETEL 9TH. NOT OUR PURPOSE DELAY PROCEEDINGS ANY MORE THAN NECESSARY, BUT ON CONTRARY, ALL OUR PEOPLE HAVE BEEN ALERTED TO CUT CORNERS AND REACH AGREEMENT EARLIEST POSSIBLE DATE. ACCOUNT MORTGAGE OBLIGATIONS AND OTHER CONSIDERATIONS, ENCROACHMENTS MUST BE FULLY UNDERSTOOD AND CORRECTLY DESCRIBED. CONSIDERABLE OF DELAY TO DATE CHARGEABLE TO STATE REQUESTING ENCROACHMENTS DIFFERENT FROM THOSE ORIGINALLY

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1951

OR FILING

STIC SERVICE
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SERIAL

NIGHT LETTER ☒

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

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FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

he following message, subject to the terms on back hereof, which are hereby agreed to

SALEM ORG MARCH 9 1951

A E STODDARD, PRESIDENT UNION PACIFIC
1416 DODGE ST. OMAHA, NEBR.

THE STATE OF OREGON IS EMBARRASSED BY REASON OF DELAY IN APPROVAL OF ENCROACHMENT ON UNION PACIFIC PROJECT THROUGH THE COLUMBIA RIVER GORGE SPECIFICALLY THE HERMAN CREEK-GORTON CREEK SECTION. THE STATE HIGHWAY COMMISSION HAS GIVEN ASSURANCE TO YOUR COMPANY THAT IT WILL EXECUTE FORMAL AGREEMENT WHEN PREPARED BY UNION PACIFIC IN CONFORMANCE WITH THE FORM AGREED UPON WITH YOUR PORTLAND OFFICE. OUR CHIEF ENGINEER BALDOCK HAS BEEN OVER PROJECT WITH MR PERKINS, YOUR CHIEF ENGINEER, MORE THAN ONE YEAR AGO AND EVERYTHING IS IN AGREEMENT. IT IS IMPERATIVE THAT RIGHT OF ENTRY BE GIVEN IMMEDIATELY SO THAT CONTRACT MAY BE AWARDED. WOULD APPRECIATE YOUR COOPERATION AND REMIND YOU THAT WE COOPERATED WITH YOU FULLY ON CASE OF THE HINKLE CUTOFF.

BEN R CHANDLER, CHAIRMAN
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

FILING

FILE COPY

DOMESTIC SERVICE

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FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	X

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM ORG MARCH 9 1951

A E STODDARD; PRESIDENT UNION PACIFIC
1416 DODGE ST. OMAHA, NEBR.

THE STATE OF OREGON IS EMBARRASSED BY REASON OF DELAY IN APPROVAL OF ENCROACHMENT ON UNION PACIFIC PROJECT THROUGH THE COLUMBIA RIVER GORGE SPECIFICALLY THE HERMAN CREEK-GORTON CREEK SECTION. THE STATE HIGHWAY COMMISSION HAS GIVEN ASSURANCE TO YOUR COMPANY THAT IT WILL EXECUTE FORMAL AGREEMENT WHEN PREPARED BY UNION PACIFIC IN CONFORMANCE WITH THE FORM AGREED UPON WITH YOUR PORTLAND OFFICE. OUR CHIEF ENGINEER BALDOCK HAS BEEN OVER PROJECT WITH MR PERKINS, YOUR CHIEF ENGINEER, MORE THAN ONE YEAR AGO AND EVERYTHING IS IN AGREEMENT. IT IS IMPERATIVE THAT RIGHT OF ENTRY BE GIVEN IMMEDIATELY SO THAT CONTRACT MAY BE AWARDED. WOULD APPRECIATE YOUR COOPERATION AND REMIND YOU THAT WE COOPERATED WITH YOU FULLY ON CASE OF THE HINKLE CUTOFF.

BEN R CHANDLER, CHAIRMAN
STATE HIGHWAY COMMISSION

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

881 PITTOCK BLOCK
PORTLAND 5, OREGON

March 8, 1951

91-7

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Referring to my letter February 23, 1951, in regard to Herman Creek - Gorton Creek Section of the Columbia River Highway.

Have you had an opportunity to review the document referred to and can you now advise whether it will meet with your approval?

Yours truly,

L. W. Althof

RECEIVED
MAR 13 1951
OREGON
STATE HIGHWAY COMMISSION

March 5, 1951

Union Pacific Railroad Company
851 Pittock Block
Portland, Oregon

Attention: Mr. Fred Betz

Gentlemen:

This letter relates to the form of easement agreement submitted to the Highway Commission with a letter over the signature of Mr. Althof under date of February 25, 1951. The easement agreement covers company property which the State has found it necessary to encroach upon in connection with the relocation of the Herman Creek - Gorton Creek Section of the Columbia River Highway.

The form of agreement was discussed in your office on Friday, the 2nd of March and as a result of that conference it was agreed that the easement agreement would be modified in the following particulars.

(1) The provision relating to the occupancy of any part of the company's property by power poles should be modified so that instead of a clause in the agreement prohibiting such use the railroad company will withhold consent to such use.

(2) The provision in the first draft relating to the closing or vacating of the existing route of the highway upon the completion of the new route should be modified so that any release or vacation will apply to the portion of the company's property which is within the old right of way and without the boundaries of the new right of way. In other words, it is the purpose of the company to terminate the former agreement with respect to easements over company property upon which the present highway encroaches.

You are advised that when the easement agreement is modified as outlined above, which, I believe, is in keeping with our oral understanding in your office, and copies of the modified draft are delivered to the Highway Commission, the same will be executed by the Commission for the State and promptly returned to your office for execution by the company.

In view of the commitment made in this letter, which commitment was authorized by the Commission when in session on the 26th and 27th of February, we respectfully request that the Highway Commission be authorized to take possession of the property in advance of the execution of the agreement so that the highway construction contract may be awarded and the State's contractor permitted to go upon the property to carry out his contract with the State.

Appreciating the usual courtesy and cooperation of the Union Pacific Company and its representatives, we are

Yours very truly,

R. H. BALDOCK
State Highway Engineer

J. M. DEVERS
Chief Counsel

JMD:jk

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

February 23, 1951

91-7

NOTED
W. C. WILLIAM

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Herman Creek - Gorton Creek Section, Columbia River Highway.

Referring to your telegram of February 16th concerning permit to enter upon Railroad property on above section.

You are no doubt aware of the cause of the current delay as referred to in my letter of February 8, 1951 to you and Mr. DeSouza's letter February 14th. As soon as the additional parcel can be added to the agreement and the exhibit revised, it will be submitted to you for execution.

In the meantime to assist in progressing the matter there is attached a draft of the proposed agreement which does not include the necessary change account of the addition as mentioned above. Beside the description to be added to Section 1(a), First, the consideration in Section 1(b) and the limits of the project in Section 8 will be changed.

Please review the document and, upon receipt of assurance that the Commission will execute the agreement when presented, I will be in position to go to my principals with a request to permit the State to enter the property in advance of execution of the agreement, and will endeavor to secure such permission. It is hoped that you can advise me of approval of the draft at an early date in order that the matter may be progressed.

Yours truly,

L. W. Althof

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WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
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CODE ☐	NIGHT LETTER ☐

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Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
FEBRUARY 16, 1951

MR. L. W. ALTHOF, DISTRICT ENGINEER
UNION PACIFIC RAILROAD COMPANY
851 PITTOCK BLOCK
PORTLAND 5, OREGON

URGENTLY REQUEST YOU GRANT IMMEDIATE PERMIT OF ENTRY ON ENCROACHMENTS HERMAN CREEK-GORTON CREEK SECTION, COLUMBIA RIVER HIGHWAY. ALTHOUGH FINAL AGREEMENT NOT SIGNED ALL MATTERS ARE IN SUBSTANTIAL AGREEMENT BETWEEN RESPECTIVE PRINCIPALS. YOUR ATTENTION CALLED TO FACT THAT STATE GRANTED UNION PACIFIC PERMIT OF ENTRY FOR HINKLE LINE CHANGE IMMEDIATELY AFTER ENGINEERING DETAILS WORKED OUT AND MONTHS BEFORE FINAL AGREEMENT EXECUTED. SIMILAR CONDITION YOUR ADDITIONAL TRACK NEAR ROOSTER ROCK. RECIPROCITY WOULD SEEM IN ORDER.

R. H. BALDOCK

Copy made for Mr. [illegible]

RECEIVED
FORM E-123X 25M 4-50
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FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

February 14, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon.

Copy

(Noted W. C. Williams)

Re: File 16683

Dear Mr. Althof:

Mr. R. L. Porter, Assistant right of way Engineer, has advised me that a day or so ago he was talking to Mr. Ralph Baesinger over the telephone and that Mr. Baesinger had stated a letter of explanation would be appreciated relative to the situation which has developed in connection with the desired easements on the Cascade Locks-Gorton Creek Section.

On September 11, 1950, I forwarded to you copies of our Drawing 5B-34-20 and at that time advised that the shaded area at the extreme easterly end of the map might be disregarded. This particular area covered only a portion of a further encroachment which it was anticipated would be shown on map covering section between Gorton Creek and Viento. At that time the map on the Gorton Creek-Viento Section had not been prepared and, in fact, it has not yet become available to us.

At the time of my letter to you of September 11th, it was my understanding that the project contemplated would all lie west of the area at the east end of the Cascade Locks-Gorton Creek Section which you were advised might be disregarded. It is my present understanding that such has not proven to be the case.

Mr. Porter advises that Mr. Baesinger informed him that the necessary data for correction of the situation had been secured from our Resident Engineer Norberg so there is nothing further to be given to you at this time.

Please accept my sincere personal regrets for the unfortunate development in this matter.

Very truly yours,

J. M. DEVERS

By:

J. W. DeSouza
Assistant Counsel

JWD:ms
cc Mr. F. J. Betz
Mr. H. G. Smith

3X 28M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

Salem, Oregon
February 9th, 1951

C
O
P
Y

Mr. W. C. Williams
~~Assi~~stant State Highway Engineer
Office

Dear Sir:

(Noted W.C.Williams)

In regard to the estimates of cost of the Cascade Locks-Herman Creek Road and Herman Creek Road-Gorton Creek Sections of the Columbia River Highway, it is found that on January 22nd, 1947, I prepared estimates for these sections which totaled respectively $346,200 and $907,700. On December 14th, 1950, detailed estimate was received for the Cascade Locks-Herman Road Section amounting to $526,000 exclusive of the Herman Creek Bridge, and on November 10th, 1950, estimate was received for the Herman Creek Road-Gorton Creek Section amounting to $1,016,000 exclusive of the Gorton Creek Bridge.

The main differences in the 1950 estimates over the 1947 were due to an increase in the unit prices and to change in character of surfacing and paving. In the case of the first section $18,000 was added to cost of clearing, $85,400 added to excavation, due to unit price increases from 30 and 80 cents to 70 cents and $1.00 respectively, $55,000 added to base and shoulders, quantities being nearly doubled, and pit run gravel at $1.10 changed to 3" - 0" at $1.60 and $2.00, and $40,000 added to paving, representing a heavier pavement than contemplated when Kirkwood made the survey about 1944, and $25,800 added to the percentage allowance. On the Herman Creek-Gorton Road Section #7,800 was added to the clearing, $75,600 was added to excavation, mainly caused by estimating cost at 80 cents per yard, while in the original estimate, common was at 30 cents and solid at 80 cents, almost $120,000 increase in the surfacing and paving for the same reasons as cited for the other section, and $30,000 increase in percentage.

Note that the increases in the unit price for excavation and the increased cost of surfacing, due somewhat to increase in price, but mainly to change in character of surfacing and paving, account for the major differences in the two estimates.

Very truly yours,

H. W. Libby(Signed)
Chief Locating Engineer

HWL:AR

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30 1951
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FI-174(10)

#3/75

January 26, 1951

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the Herman Creek Road-Gorton Creek Project, FI-174 (10), on which bids were received on January 24.

This is to assure you that in connection with this project, we will at no time request the federal share of cost to be increased above the $480,000 already programmed for it.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

January 15, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions for Oregon Project FI 174(10), Herman Creek Road-Gorton Creek Section of the Columbia River Highway in Hood River County.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCanfield
L. J. Canfield
Principal Highway Engineer

Encls.

RECEIVED
JAN 10 1951
FOR FILING
OREGON DISTRICT

FI-174(10)

#3475

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

January 9, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. and E. documents for Oregon Project FI 174(10), Herman Creek Road-Gorton Creek Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending execution of the agreement with the Union Pacific Company covering encroachments upon their right of way.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

RECEIVED
[illegible] 1951
~~FOR~~ FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

FI-174(10)

#3475

~~Williams~~

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

January 17, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 16, 1951, relative to the proposed 10' x 10' box culvert at Gorton Creek on the Herman Creek Road-Gorton Creek Section of the Columbia River Highway, Project FI-174(10).

We agree that the installation proposed will be adequate. However, in view of scouring action of talus, rock passing through, as well as damaging action of equipment working in the culvert, it is suggested that an additional one or two inches of concrete wearing surface be provided on the bottom slab as a protection to the reinforcing steel.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

Copy to Paxson

TMD:re

VED
9 1951
OR FILING

15-114(13)

3475

January 16, 1951

Mr. T. H. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Gorton Creek Bridge on Columbia River
Highway in Hood River County

Reference is made to our recent conversation regarding the adequacy of the 10' x 10' culvert proposed for Gorton Creek on the Upper Columbia River Highway.

There is approximately 3 square miles of drainage area above this structure, so that the adequacy for water alone is not in question. The stream is carried under the railroad structure just below our highway in a wooden flume 8 feet wide across the bottom and 15 feet wide across the top. This flume is built on a 6 per cent grade. The normal flow only amounts to 2 or 3 inches of depth in the flume. The trouble arises from the amount of talus which is carried by the stream at flood stage. The railroad's trouble has usually started with the blocking up of the channel below the end of the flume and piling up of material in the flume due to this blockage at the lower end. The railroad company has found it necessary to keep equipment readily available during the active season to clean out the flume.

The bridge on the old road is a three-span structure with a total length of 50 feet. It was built in 1917. In 1920 considerable scour had occurred around the end abutments, and the wings were extended and some riprap placed in front of the abutments. This did not stop the scour, and in 1922 the entire channel was paved with grouted rock. This has been repaired from time to time, and our records show that the stream bed pavement and repair has cost about $2,500 in total.

In using a 10' x 10' culvert our thought was to get away from the expense of stream bed pavement and to concentrate the flow so that the stream would have sufficient velocity to carry talus on through the culvert. The culvert is considerably oversize for the actual drainage requirements, but is made 10 feet in height so that equipment can operate through it.

We may have some trouble with this stream, but it is our belief that we will have less trouble with the culvert installation than we would have with a short viaduct unless the entire stream bed were paved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

FORM 3010
8-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

January 4, 1951

91-7

Mr. G. S. Paxson
Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Bridge Dept.
has copy
D.M.

Re: Gorton Creek - Columbia River Highway

Dear Sir:

Referring to your recent conversation with this office concerning Gorton Creek:

It has been our experience that the flume and channel requires constant maintenance. The flume is cleaned out often, as is the channel, up to the present highway structure. During the active season, it has been found necessary to keep equipment readily available. Recently trouble was experienced in preventing the stream from cutting behind the flume. These comments are given you for what they may be worth.

From the Railroad's viewpoint, it is hoped you will consider a single span of ample length and sufficient vertical clearance to facilitate proper maintenance of the stream bed.

Yours truly,

LWAlthof

L. W. Althof

RECEIVED
Jan 4 1951
FOR FILING
FORM E-30 25M 1-50

7174 (40)

3475

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2, 1951

SUBJECT: File 16683

To: Mr. S. H. Probert
Office Engineer

OFFICE

Dear Mr. Probert:

Last Friday I discussed with Mr. L. W. Althof, District Engineer, personally, and with Mr. F. J. Betz by telephone from Mr. Althof's office, the matter of easement covering railroad encroachments on the Cascade Locks-Gorton Creek Section of the Columbia River Highway.

No word had then been received from Omaha releasing the easement but I was able to discuss with Mr. Althof and Mr. Betz the general tenor of the instrument which is yet to be prepared. Mr. Althof advised me that there are no special or unusual conditions on this project which should involve any particular obligations being assumed by the State and I was advised that the protective liability insurance called for by the Dodson-Bonneville project would be acceptable in this case. That particular project is covered by Contract No. 3238 awarded to Peter Kiewit Sons' Company on October 24, 1949.

I, therefore, think that in wirting the special provisions for the project now proposed, the language used on pages 48, 49 and 50 of the Special Provisions for the Dodson-Bonneville project can be followed with the following exceptions:

> Mr. Betz advised me that the Railroad Company, or Companies, now have largely taken over the interests of The Western Union Telegraph Company and it was suggested that the insurance apply only to that Company as its interests may appear.
>
> Also, it is noted that in the Dodson-Bonneville contract the clause on page 50 reads, "O. W. R. & N. Company (Union Pacific Co.)" I think the correct designation is Union Pacific Railroad Company, Lessee.

Summing up the above two paragraphs, I would suggest that the paragraph referred to on page 50 of the Dodson-Bonneville Special Provisions provide that insurance be furnished to "Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) and The Western Union Telegraph Company as its interests may appear."

I hope to have some information on the easement itself in the very near future but, in the meantime, I believe you will be reasonably safe in preparing the special provisions on the basis above outlined, at least so far as the Railroad Companies and Telegraph Company are concerned.

Very Truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel.

JWD:ms
cc: Mr. W. C. Williams ✓

October 13, 1950

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon.

Dear Sir:

This is in answer to your letter of September 25, transmitted through Mr. DeSouza, requesting further information on the encroachments from Cascade Locks to Gorton Creek, Map 5B-34-20, and discussion on the Roberts' projection. This week I believe you and Mr. Smith ironed out all the details of the Roberts' projection on the ground, at which time you approved our location except for the approach at Mosier. We have modified the Mosier approach to fit your proposed revisions.

I am attaching additional inofrmation concerning the station numbers of the beginning and ending of the encroachments, together with the widths from the railroad center line, based upon railroad maps furnished us in 1941. We made a very careful traverse of your railroad at that time, and there should be no difficulty in adjusting any slight changes which you have made in your stationing by comparing them with the former maps.

Very truly yours

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CC Mr. H. G. Smith
Mr. J. W. DeSouza

CASCADE LOCKS - GORTON CREEK

ENCROACHMENTS

Railroad Station	Parcel No.	Distance from Railroad Center-line to Edge of Encroachment
316+30	1	50 Feet
317+55		30 "
330+95		30 "
333+43	2	35 "
346+50		35 "
350+30		50 "
401+13.4	3	92 "
403+15		50 "
412+13		50 "
413+30		93 "
420+00		30 "
427+30		30 "
432+79		114 "
438+10		123 "
440+12		113 "
426+61	16 Back Line	283 "
436+75		386 "
440+12		263 "
447+95	4	50 "
451+50		50 "
470+46.34	5	229.81 Feet
478+75		100 "
480+00	6	88 Feet
480+80		33 "
484+02		56 "
488+43	7	30 Feet
492+84		30 "
495+81		50 "
499+14	8	30 Feet
502+75.3		30 "
512+55	9	50 Feet
513+42		30 "
517+21.5		30 "

I notice they have shown the beginning of an encraochment at the end of the Cascade Locks-Gorton Creek Section, but plan to show the entire encroachment on the Next map. Inasmuch as it will be some time before we can get the other map ready, I suggest this encroachment be given Number 10-A and included on this map, being written as follows:

Beginning at a point on line between T. 3 N., R. 8 E., W. M., and T. 2 N., R. 8 E., W. M., 736 feet east of corner common to Sections 35, 36, 2 and 1, thence N. 84+ 21' 30" to a point on the north and south centerline of Section 36, 175 feet north of the corner between Sections 36 and 1.

Cascade Locks-Gorton Creek

SLOPE EASEMENTS

Railroad Station	Parcel No.	Distance from Railroad Center-line to Edge of Easement
315+95	1	50 Feet
316+55		20 "
323+30		20 "
403+15	3	50 "
404+17 = 350+18		22 "
404+57		50 "
448+83	4	30 Feet
450+90		30 "
448+43	7	20 "
492+84		20 "
499+14	8	20 Feet
502+75.3		20 "
514+85	9	24 Feet
517+21.5		24 "

UNION PACIFIC RAILROAD COMPANY
851 Pittock Block
Portland 5, Oregon

September 25, 1950

C
O
P
Y

Mr. J. M. Devers
Chief Counsel
Oregon State Highway Commission
Salem, Oregon.

Attention: Mr. J. W. DeSouza
Asst. Counsel

(cc: Mr. L. A. Collins
Mr. D. J. Callahan
Mr. R. F. Shields
Mr. A. McAllister

Dear Sir:

Referring to your letter September 11, 1950, file 16683, concerning encroachments on Cascade Locks-Gorton Creek Section of Columbia River Highway:

Examination of the prints of your drawing 5B-34-20 indicates that the proposed location has not respected the Roberts' projection in the vicinity of Parcels 3 and 8. At a meeting between Mr. Baldock and Mr. Perkins, our Chief Engineer, in April, it was agreed that the Roberts' projection would be respected.

Will you please give further consideration to your projections at these locations.

Regarding the various parcels over which easements are desired, it is noted that in several instances additional information will be required before descriptions can be prepared, particularly where the boundary of the area is not parallel to the center line of track. The distance from the railroad center line and the Railroad stationing should be given at each break in the easement or slope easement boundary line. In the case of Parcel 16 near Railroad Mile Post 48, it is believed tie between the Highway center line and the west line of Section 34 should be given in addition to distances left of the center line to the easement line.

Also, with regard to the portion of line in the vicinity of Parcel 16, it is desired that more sections be shown between Highway stations 370 and 386. Your maintenance engineers will recall that this section of line has been a source of trouble due to springs in the higher ground. Since the Railroad found it necessary to acquire all of Lot 3 in order to properly control the trouble, I am very much concerned as to Highway's proposals through this area. I will be glad to go over this situation with Mr. Smith or others at a convenient time.

Further handling of the matter will await the information and revisions requested above.

Yours truly,

/s/ L. W. Althof

RECEIVED
OCT 23 1950
FOR FILING

FI-174(10)

#3475

October 20th, 1950

Mr. L. W. Althof
District Engineer
Union Pacific Railroad
851 Pittock Block
Portland 5, Oregon

Attention: Mr. Bassinger

Dear Sir:

Mr. Cornett has requested us to transmit the two additional cross sections attached on the Herman Road-Gorton Creek Section recently requested by you.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

W. C. Williams
Assistant State Highway Engineer

R
Enc.

cc to: H. G. Smith

FI-174(9) Cascade Locks-Herman Cr. Rd. 1956
#3477
FI-174(10) Herman Cr. Rd.-Gorton Cr.
#3475 Final Audit

Salem, Oregon September 18, 1956

STATE OF OREGON

To Union Pacific Railroad Company Omaha 2, Nebraska, Dr.

Project Cascade Locks-Herman Creek Road
Herman Creek Road-Gorton Creek

Highway Comm. Agreement No. 374

Sub-Division No.

Ry. Company's Agreement No. Audit 75461

Estimate No. 2 Final

Period Covered Entire Job

Prefix & Acct. No. 14-1011

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 695191	63,196.36	63,196.36	-0-
Note: To release retained percentage held on bill.			
Totals	63,196.36	63,196.36	-0-
Retained 10 %	-0-	6,319.64	6,319.64
Total Payments	63,196.36	56,876.72	6,319.64

Computed by

Checked by

Pay This Estimate $ 6,319.64

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

STATE OF OREGON

Salem, Oregon Sept. 6, 1955

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project Cascade Locks - Herman Cr. Rd.
Herman Cr. Rd. - Corton

Highway Comm. Agreement No. 374

Sub-Division No.

Ry. Company's Agreement No. Audit 75461

Estimate No. 1

Period Covered 4-51 - 10-54

Prefix & Acct. No. See Invoice

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 695191	63,196.36		63,196.36
Totals	63,196.36		63,196.36
Retained 10 %	6,319.64		6,319.64
Total Payments	56,876.72		56,876.72

Computed by

Checked by

Pay This Estimate $ 56,876.72

Approved Field Engr.

Previous Voucher No.

Approved:

Bridge Office Engineer

1-54-100M

Form 130 A

State of Oregon,
State Highway Commission,
Salem, Oregon.

BILL NO. 695191

MONTH'S ACCOUNT 1-1955

JF DEPT. NO. 1061

DATE MADE FEB 7 1955 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittance to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by our forces making temporary changes and restoring communication lines, right of way fences, signs, signals and other alterations and relocations in connection with relocation of Columbia River Highway, between M.P. 45.4 to M.P. 49.3 (Cascade Locks to Wyeth) Oregon for the State of Oregon during the period April 1951 to October 1954 inclusive per contract Audit No. 75461 dated March 14, 1951. Our Work Order S-3074.

Detail Attached	63196	36

The records supporting the charges in this bill are located in the office of the Auditor of Disbursements, Omaha, Nebraska.

[illegible]
[illegible]
14-1011-380-[illegible]
14-1012-380-[illegible]
approved 5/25/55

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces making temporary changes and restoring communication lines, signal lines, right-of-way fences, signs, signals and other alterations and relocations in connection with relocation of Columbia River Highway between M.P. 45.4 to M.P. 49.3 (Cascade Locks to Wyeth) Oregon, for State of Oregon during the period April 1951 to October 1954, inclusive, per contract Audit No. 75461 dated March 14, 1951. Our Work Order S-3074.

Billed under provisions of General Administrative Memorandum No. 299 and subsequent amendments thereto.

			Partic.	Non Part
LABOR:				
April 1951				
PR 701, Supt. Oregon				
Engineer Inspector, 14 days @ 16.972 da.		237.61	237.61	
PR 713, Section Gang 10 (Frank Strader)				
Watching & flagging M.P. 48 to 49				
Sectionman, 16 hrs. @ 1.455 hr.		23.28		66.98
" 20 hrs. @ 2.185 hr. O.T.		43.70		
PR Telegraph Department				
Patrolling telegraph lines				
Lineman, 96 hrs. @ 376.83 mo. (25 da.)		180.88		180.88
May 1951				
PR 701, Supt. Oregon				
Engineer Inspector, 19 days @ 19.0873 da.		362.66	362.66	
PR 712, Signal Gang 780 (Earl R. Foster)				
Patrol signal line				
Signalman, 16 hrs. @ 1.923 hr.		30.77		30.77
PR Telegraph Department				
Rearranging telegraph lines				
Foreman, 15 days @ 429.58 mo. (29 da.)	222.20			
Linemen, 490 hrs. @ 1.851 hr.	906.99			
Linemen, 10½ hrs. @ 2.777 hr. O.T.	29.16			
Groundmen, 326½ hrs. @ 1.611 hr.	525.99			
	1684.34			
Propn. chargeable to this W.O. - 42.86%		721.91	721.91	
Patrolling telegraph lines				
Lineman, 168 hrs. @ 376.83 mo. (26 da.)		304.36		304.36
TE 405 Work Train Service, Loco. 7864				
Move Telegraph Gang 019 to Wyeth				
Trainman	35.42			
Enginemen	33.48			
	68.90			
Propn. chargeable to this W.O. - 42.86%		29.53	29.53	
June 1951				
PR 701, Supt. Oregon				
Engineer Inspector, 20 days @ 19.881 da.		397.62	397.62	
PR 712, Signal Gang 780 (Earl R. Foster)				
Patrolling signal lines				
Signalman, 1 hr. @ 2.8845 hr. O.T.		2.88		2.88
				585.87

			Port	Non Port
gnalman, 168 hrs. @ 1.923 hr.		323.06		323.06
PR 713, Section Gang 10 (Frank Strader)				
Watching & flagging M.P. 48 & 49				
Sectionman, 40 hrs. @ 1.455 hr.		58.20		86.61
" 13 hrs. @ 2.185 hr. O.T.		28.41		
PR Telegraph Department Gang 019				
Rearrange telegraph lines				
Foreman, 30 days @ 429.58 mo. (30 day)	429.58			
Lead Lineman, 164 hrs. @ 1.931 hr.	316.68			
" 19½ hrs. @ 2.867 hr. O.T.	55.91			
Linemen, 1330½ hrs. @ 1.851 hr.	2462.76			
Groundmen, 1443 hrs. @ 1.611 hr.	2324.67			
	5589.60			
Propn. chargeable to this W.O. - 42.86%		2395.70		2395.70
Patrolling telegraph lines				
Lineman, 138 hrs. @ 376.83 mo. (26 day.)		250.01		250.01
July 1951				
PR 701, Supt. Oregon				
Engineer Inspector, 21 days @ 21.0476 day		442.00	442.00	
PR 712, Signal Gang 780 (Earl R. Foster)				
Patrolling signal lines				
Signalman, 72 hrs. @ 1.933 hr.		139.18		
" 1 hr. @ 2.8995 hr. O.T.		2.90		342.15
" 96 hrs. @ 1.933 hr.		185.57		
" 5 hrs. @ 2.8995 hr. O.T.		14.50		
PR 713, Section Gang 10 (Frank Strader)				
Watching & flagging M.P. 48.5 to 48.7				271.88
Sectionman, 112 hrs. @ 1.465 hr.		164.08		
" 49 hrs. @ 2.20 hr. O.T.		107.80		
PR Telegraph Department Gang 019				
Rearrange telegraph lines				
Foreman, 31 days @ 432.01 mo. (31 day)	432.01			
Lead Lineman, 27 hrs. @ 1.951 hr.	52.68			
" 13 hrs. @ 2.792 hr. O.T.	36.30			
Linemen, 1412 hrs. @ 1.861 hr.	2627.73			
" 15 hrs. @ 2.792 hr. O.T.	41.88			
Groundmen 1565 hrs. @ 1.621 hr.	2536.87			
" 1 hr. @ 2.431 hr. O.T.	2.43			
	5729.90			
Propn. chargeable to this W.O. - 42.86%		2455.84		2455.84
Patrolling telegraph lines				
Lineman, 200 hrs. @ 378.91 mo. (25 day)		378.91		378.91
August 1951				
PR 701, Supt. Oregon				
Engineer Inspector, 23 days @ 19.2178 day		442.01	442.01	
PR 712, Signal Gang 780 (Earl R. Foster)				
Patrolling signal lines				
Signalman, 88 hrs. @ 1.933 hr.		170.10		170.10
				6674.26

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		Partic.	Non Part.
Signalman, 1 hr. @ 2.8995 hr. O.T.	2.90		188.47
" 96 hrs. @ 1.933 hr.	185.57		
PR 713, Section Gang 10 (Frank Strader)			
Watching & flagging M.P. 48.5-49			
Sectionman, 184 hrs. @ 1.465 hr.	269.56		
" 80½ hrs. @ 2.20 hr. O.T.	177.10		
Watching & flagging, M.P. 45.8			
Foreman, 14 hrs. @ 2.745 hr. O.T.	38.43		
Sectionman, 108 hrs. @ 2.20 hr. O.T.	237.60		
" 62 hrs. @ 2.16 hr. O.T.	133.92		1474.93
Helper, 16 hrs. @ 2.145 hr. O.T.	34.32		
Sectionman, 168 hrs. @ 1.465 hr.	246.12		
" 80 hrs. @ 1.44 hr.	115.20		
Watching & flagging M.P. 46.75			
Sectionman, 152 hrs. @ 1.465 hr.	222.68		
PR Telegraph Department			
Patrolling telegraph lines			
Lineman, 196 hrs. @ 378.91 mo. (27 day)	343.82		343.82
September 1951			
PR 701, Supt. Oregon			
Engineer Inspector, 22 days @ 20.0913 day	442.01	442.01	
PR 712, Signal Gang 780 (Earl R. Foster)			
Patrolling signal lines			
Signalman, 152 hrs. @ 1.933 hr.	293.82		424.30
" 45 hrs. @ 2.8995 hr. O.T.	130.48		
PR 713, Section Gang 10 (Frank Strader)			
Watching & flagging M.P. 48.5 to 49			
Sectionman, 152 hrs. @ 1.465 hr.	222.68		
" 124 hrs. @ 2.20 hr. O.T.	272.80		1748.72
Watching & flagging M.P. 45.8			
Foreman, 14 hrs. @ 2.705 hr. O.T.	37.87		
Sectionman, 408 hrs. @ 1.465	597.72		
" 271 hrs. @ 2.20 hr. O.T.	596.20		
Helper, 10 hrs. @ 2.145 hr. O.T.	21.45		
PR Telegraph Department			
Patrolling telegraph lines			
Lineman, 192 hrs. @ 378.91 mo. (24 day)	378.91		378.91
October 1951			
PR 701, Supt. Oregon			
Engineer Inspector, 26 days @ 17.00038 day	442.01	442.01	
PR 712, Signal Gang 780 (Earl R. Foster)			
Patrolling signal lines			
Signalman, 184 hrs. @ 1.933 hr.	355.67		439.74
" 29 hrs. @ 2.899 hr. O.T.	84.07		
PR 713, Section Gang 10 (Frank Strader)			
Watching & flagging M.P. 48.5-49			
Sectionman, 184 hrs. @ 1.465 hr.	269.56 495.06		495.06
" 102½ hrs. @ 2.20 hr. O.T.	225.50		
			5443.15

		Public	Non Part
Aligning, surfacing & watching M.P. 45.8			
Sectionmen, 521 hrs. @ 1.465 hr.	763.27		1526.54
Aligning, surfacing & watching M.P. 46.75-46.8			
Sectionmen, 521 hrs. @ 1.465 hr.	763.27		
PR Telegraph Department			
Patrolling telegraph lines			378.91
Lineman, 216 hrs. @ 378.91 mo. (27 day)	378.91		
November 1951			
PR 701, Supt. Oregon			
Engineer Inspector, 24 days @ 18.417 day	442.01	442.01	
PR 712, Signal Gang 780 (Earl R. Foster)			
Patrolling signal lines			
Signalman, 88 hrs. @ 1.933 hr.	170.10		201.99
" 11 hrs. @ 2.899 hr. O.T.	31.89		
Protecting signal wires during blasting			
Signalman, 80 hrs. @ 1.933 hr.	154.64		180.73
" 9 hrs. @ 2.899 hr. O.T.	26.09		
PR 713, Section Gang 10 (Frank Strader)			
Watching & flagging M.P. 48.5-49			
Sectionman, 168 hrs. @ 1.465 hr.	246.12		
" 99½ hrs. @ 2.20 hr. O.T.	218.90		
Watching & flagging M.P. 45.8			
Foreman, 10 hrs. @ 2.705 hr. O.T.	27.05		
Sectionmen, 176 hrs. @ 1.465 hr.	257.84		
" 64 hrs. @ 2.20 hr. O.T.	140.80		
" 88 hrs. @ 1.44 hr.	126.72		2570.85
" 32 hrs. @ 2.16 hr. O.T.	69.12		
Watching & flagging M.P. 46.75-46.8			
Foreman, 22 hrs. @ 2.705 O.T.	59.51		
Sectionmen, 408 hrs. @ 1.465 hr.	597.72		
" 192 hrs. @ 2.20 hr. O.T.	422.40		
Align & surface track at M.P. 48.2			
Sectionmen, 78 hrs. @ 1.465 hr.	114.27		
" 132 hrs. @ 2.20 hr. O.T.	290.40		
PR Telegraph Department			
Patrolling telegraph lines			
Lineman, 191 hrs. @ 378.91 mo. (25 day)	361.86		361.86
December 1951			
PR 701, Supt. Oregon			
Inspect highway construction			
Inspector, 24 days @ 442.01 mo. (24 day)	442.01	442.01	
PR 712, Signal Gang 780 (Earl R. Foster)			
Protect signal wires during blasting			
Signalman, 136 hrs. @ 1.933 hr.	262.88		288.97
" 9 hrs. @ 2.899 hr. O.T.	26.09		
PR 713, Section Gang 10 (Frank Strader)			
Watching & flagging M.P. 48.5-49			
Sectionman, 160 hrs. @ 1.465 hr.	234.40		
" 77½ hrs. @ 2.20 hr. O.T.	170.50		1015.33
Watching & flagging M.P. 45.8			
Foreman, 5 hrs. @ 2.705 hr. O.T.	13.53		
Sectionmen, 111½ hrs. @ 2.20 hr. O.T.	245.30		
" 240 hrs. @ 1.465	351.60		
			652.18

Pnk

		Part	Non Part.
Watching & flagging M.P. 46.8			
Foreman, 5 hrs. @ 2.705 O.T.	13.53		610.43
Sectionmen, 111½ hrs. @ 2.20 hr. O.T.	245.30		
" 240 hrs. @ 1.465 hr.	351.60		
January 1952			
PR 701, Supt. Oregon			
Inspector, 19 days @ 445.00 mo. (23 day)	367.61	[illegible]	
PR 713, Section Gang 10 (Frank Strader)			
Watching & flagging M.P. 48.5 to 49			
Sectionman, 120 hrs. @ 1.505 hr.	180.60		560.74
" 51 hrs. @ 2.26 hr. O.T.	115.26		
Watching & flagging M.P. 48.2			
Sectionman, 176 hrs. @ 1.505 hr.	264.88		
February 1952			
PR 701, Supt. Oregon			
Inspector, 23 days @ 445.00 mo. (23 day)	445.00	445.00	
PR 713, Section Gang 7, (A. W. Sundsten)			
Watch line & surface track M.P. 46.7			
Foreman, 46 hrs. @ 312.26 mo. (20 day)	89.77		
" 37 hrs. @ 2.765 hr. O.T.	102.31		
Sectionmen, 98 hrs. @ 1.505 hr.	147.49		
" 60 hrs. @ 2.26 hr. O.T.	135.60		
Watch line & surface track, M.P. 47.8			
Foreman, 44½ hrs. @ 312.26 mo. (20 day)	86.85		
" 48 hrs. @ 2.765 hr. O.T.	132.72		
Sectionmen, 109 hrs. @ 1.505 hr.	164.05		
" 57 hrs. @ 2.26 hr. O.T.	128.82		
PR 713, Section Gang 10 (Frank Strader)			
Watching & flagging M.P. 45.8			4207.43
Foreman, 172 hrs. @ 2.765 hr. O.T.	475.58		
" 31 hrs. @ 3.688 hr. O.T.	114.33		
Sectionmen, 168 hrs. @ 1.505 hr.	252.84		
" 56 hrs. @ 2.26 hr. O.T.	126.56		
" 192 hrs. @ 1.48 hr.	284.16		
" 64 hrs. @ 2.22 hr. O.T.	142.08		
Watching & flagging M.P. 46.8			
Sectionmen, 144 hrs. @ 1.505 hr.	216.72		
" 274 hrs. @ 2.26 hr. O.T.	619.24		
" 31 hrs. @ 3.01 hr. O.T.	93.31		
Watching & flagging M.P. 48.7			
Sectionmen, 184 hrs. @ 1.505 hr.	276.92		
" 208 hrs. @ 2.26 hr. O.T.	470.08		
" 40 hrs. @ 1.48 hr.	59.20		
" 40 hrs. @ 2.22 hr. O.T.	88.80		
March 1952			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watch slide condition M.P. 48.8			
Foreman, 4 hrs. @ 312.26 mo. (21 day)	7.43		
" 17 hrs. @ 2.765 hr. O.T.	47.01		174.89
Sectionmen, 53 hrs. @ 1.505 hr.	79.77		
" 18 hrs. @ 2.26 hr. O.T.	40.68		
			[illegible]

[illegible]

		Part	Non Part
Watch slide condition M.P. 46.7			
Foreman, 3 hrs. @ 312.26 mo. (21 day)	5.58		
" 7 hrs. @ 2.765 hr. O.T.	19.36		
Sectionmen, 36 hrs. @ 1.505 hr.	54.18		
" 12 hrs. @ 2.26 hr. O.T.	27.12		
PR 713, Section Gang 10 (Frank Strader)			
Watching & flagging M.P. 46.8			
Foreman, 64 hrs. @ 2.765 hr. O.T.	176.96		1314.16
Sectionmen, 84 hrs. @ 1.505 hr.	126.42		
" 133 hrs. @ 2.26 hr. O.T.	300.58		
Watching & flagging M.P. 47.8			
Foreman, 64 hrs. @ 2.765 hr. O.T.	176.96		
Sectionmen, 84 hrs. @ 1.505 hr.	126.42		
" 133 hrs. @ 2.26 hr. O.T.	300.58		
April 1952			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watching & flagging M.P. 46.7			
Foreman, 5 hrs. @ 2.75 hr. O.T.	13.75		
Sectionmen, 72 hrs. @ 1.495 hr.	107.64		
" 16 hrs. @ 2.245 hr. O.T.	35.92		
Watching & flagging M.P. 47.8			
Foreman, 7 hrs. @ 2.75 hr. O.T.	19.25		1276.76
Sectionmen, 64 hrs. @ 1.495 hr.	95.68		
" 24 hrs. @ 2.245 hr. O.T.	53.88		
PR 713, Section Gang 10 (Frank Strader)			
Watching & flagging M.P. 46.8			
Foreman, 45 hrs. @ 2.75 hr. O.T.	123.75		
Sectionmen, 88 hrs. @ 1.495 hr.	131.56		
" 98 hrs. @ 2.245 hr. O.T.	220.01		
Watching & flagging M.P. 47.7			
Foreman, 45 hrs. @ 2.75 hr. O.T.	123.75		
Sectionmen, 88 hrs. @ 1.495 hr.	131.56		
" 98 hrs. @ 2.245 hr. O.T.	220.01		
May 1952			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watching slide condition M.P. 46.7			
Sectionmen, 84 hrs. @ 1.495 hr.	125.58		
" 40 hrs. @ 2.245 hr. O.T.	89.80		
Watching slide condition M.P. 47.8			
Sectionmen, 168 hrs. @ 1.495 hr.	251.16		783.74
" 80 hrs. @ 2.245 hr. O.T.	179.60		
PR 713, Section Gang 10 (Frank Strader)			
Watching & flagging M.P. 46.8			
Sectionmen, 28 hrs. @ 1.495 hr.	41.86		
" 12 hrs. @ 2.245 hr. O.T.	26.94		
Watching & flagging M.P. 47.7			
Sectionmen, 28 hrs. @ 1.495 hr.	41.86		
" 12 hrs. @ 2.245 hr. O.T.	26.94		
			3374.66

Fwd

		Part	Non Part
June 1952			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watching slide condition M.P. 46.7			
Sectionman, 42 hrs. @ 1.495 hr.	62.79		619.20
" 18 hrs. @ 2.245 hr. O.T.	40.41		
Watching slide condition M.P. 47.8			
Sectionmen, 210 hrs. @ 1.495 hr.	313.95		
" 90 hrs. @ 2.245 hr. O.T.	202.05		
July 1952			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watching slide condition M.P. 46.7			
Sectionman, 44 hrs. @ 1.515 hr.	66.66		645.66
" 18 hrs. @ 2.275 hr. O.T.	40.95		
Watching slide condition M.P. 47.8			
Sectionman, 220 hrs. @ 1.515 hr.	333.30		
" 90 hrs. @ 2.275 hr. O.T.	204.75		
August 1952			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watching slide condition M.P. 46.7			
Sectionmen, 42 hrs. @ 1.515 hr.	63.63		650.27
" 20 hrs. @ 2.275 hr. O.T.	45.50		
Watching slide condition M.P. 47.8			
Sectionmen, 105 hrs. @ 1.515 hr.	159.08		
" 50 hrs. @ 2.275 hr. O.T.	113.75		
" 105 hrs. @ 1.491 hr.	156.56		
" 50 hrs. @ 2.235 hr. O.T.	111.75		
September 1952			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watching slide condition M.P. 46.7			
Sectionman, 42 hrs. @ 1.491 hr.	62.62		621.45
" 18 hrs. @ 2.235 hr. O.T.	40.23		
Watching slide condition M.P. 47.8			
Sectionmen, 105 hrs. @ 1.515 hr.	159.08		
" 45 hrs. @ 2.275 hr. O.T.	102.38		
" 105 hrs. @ 1.491 hr.	156.56		
" 45 hrs. @ 2.235 hr. O.T.	100.58		
October 1952			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watching slide condition M.P. 46.7			
Sectionmen, 46 hrs. @ 1.535 hr.	70.61		644.94
" 16 hrs. @ 2.305 hr. O.T.	36.88		
Watching slide condition M.P. 47.8			
Sectionmen, 230 hrs. @ 1.535 hr.	353.05		
" 80 hrs. @ 2.305 hr. O.T.	184.40		

End

		Part	Non Part
November 1952			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watching slide condition M.P. 47.8			
Sectionman, 114 hrs. @ 1.535 hr.	174.99		
" 66 hrs. @ 2.305 hr. O.T.	152.13		
Watching slide condition M.P. 48.2			
Sectionman, 114 hrs. @ 1.511 hr.	172.25		
" 66 hrs. @ 2.265 hr. O.T.	149.49		648.86
December 1952			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watching slide condition M.P. 47.8			
Sectionman, 132 hrs. @ 1.535 hr.	202.62		
" 54 hrs. @ 2.305 hr. O.T.	124.47		
Watching slide condition M.P. 48.2			
Sectionman, 132 hrs. @ 1.511 hr.	199.45		
" 54 hrs. @ 2.265 hr. O.T.	122.31		648.85
January 1953			
PR 713-1, Extra Gang 746 (E. Oaks)			
Digging out & surfacing M.P. 46.8 & 46			
Foreman, 35 hrs. @ 348.16 mo. (21 day)	72.53		
" 2 hrs. @ 3.085 hr. O.T.	6.17		
Timekeeper, 35 hrs. @ 291.36 mo. (21 day)	60.70		
" 6 hrs. @ 2.58 hr. O.T.	15.48		
Truck Driver, 35 hrs. @ 1.705 hr.	59.68		
" 2 hrs. @ 2.56 hr. O.T.	5.12		
Power Tool Operator, 35 hrs. @ 1.537 hr.	53.79		
" " 2 hrs. @ 2.305 hr. O.T.	4.61		
Laborers, 1244 hrs. @ 1.489 hr.	1852.32		
" 72 hrs. @ 2.235 hr. O.T.	160.92		2291.32
July 1953			
PR 713-2 Section Gang 7 (A. W. Sundsten)			
Watch track M.P. 46.8			
Sectionman, 248 hrs. @ 1.58421052 hr.	392.88		
Watch track M.P. 47.8			
Sectionman, 124 hrs. @ 1.58421052 hr.	196.44		589.32
August 1953			
PR 713, Section Gang 7(A. W. Sundsten)			
Watch & surface & line track M.P. 46.8			
Sectionmen, 148 hrs. @ 1.614427 hr.	238.93		
Watch track M.P. 47.8			
Sectionmen, 248 hrs. @ 1.614427 hr.	400.38		639.31
September 1953			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watch track M.P. 46.8			
Sectionman, 120 hrs. @ 1.535 hr.	184.20		
Watch track M.P. 47.8			
Sectionman, 240 hrs. @ 1.535 hr.	368.40		552.60
			5370.26

		Part	Non Part
October 1953			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watch track M.P. 46.8			
Sectionman, 124 hrs. @ 1.565 hr.	194.06		582.18
Watch track M.P. 47.8			
Sectionman, 248 hrs. @ 1.565 hr.	388.12		
November 1953			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watch track M.P. 46.8			
Sectionman, 120 hrs. @ 1.565 hr.	187.80		563.40
Watch track M.P. 48.8			
Sectionmen, 240 hrs. @ 1.565 hr.	375.60		
December 1953			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watch track M.P. 46.8			
Sectionman, 124 hrs. @ 1.654395 hr.	205.14		1667.63
Watch track M.P. 47.8			
Sectionman, 248 hrs. @ 1.654395 hr.	410.29		
Watch track M.P. 45.9			
Sectionman, 636 hrs. @ 1.654395 hr.	1052.20		
January 1954			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watch track M.P. 46.8			
Sectionman, 198 hrs. @ 1.727887 hr.	342.12		1155.96
Watch track M.P. 47.8			
Sectionman, 174 hrs. @ 1.727887 hr.	300.65		
Watch track M.P. 45.9			
Sectionman, 297 hrs. @ 1.727887 hr.	513.19		
February 1954			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watch track M.P. 45.9			
Sectionmen, 166 hrs. @ 1.686760187 hr.	280.00		840.01
Watch track M.P. 46.8			
Sectionmen, 166 hrs. @ 1.686760187 hr.	280.00		
Watch track M.P. 47.8			
Sectionmen, 166 hrs. @ 1.686760187 hr.	280.01		
March 1954			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watch track M.P. 45.9 to 47.2			
Sectionmen, 558 hrs. @ 1.6175775 hr.	902.61		2106.09
Watch track M.P. 47.7 to 48.3			
Sectionmen, 744 hrs. @ 1.6175775 hr.	1203.48		
April 1954			
PR 713, Section Gang 7 (A. W. Sundsten)			
Watch track M.P. 45.9 to 47.2			
Sectionmen, 540 hrs. @ 1.6227796 hr.	876.30		2044.70
Watch track M.P. 47.7 to 48.3			
Sectionmen, 720 hrs. @ 1.6227796 hr	1168.40		
			8959.97

And

		Part	Non Part
September 1954			
PR 701-1, Supt. Oregon			
Highway changes Cascade Locks to Wyeth			
Trav. Engr. Acct., 3 days @ 440.00 mo. (22 day)	60.00		
October 1954			
PR 701-1, Supt. Oregon			
Highway changes Cascade Locks to Wyeth			
Trav. Engr. Acct., 3 days @ 440.00 mo. (21 day)	62.86	51056.00	
Plus 3 % Vacation Allowance on 39859.88		1195.80	
" 6 % RRR & UI Tax on 24891.87 (Year 1951)		1493.51	
" 6¼% RRR & UI Tax on 27359.96 (1952-1954)		1778.40	
" 3 % Workmens Compensation Ins. on 52251.80		1567.55	
" 1 % Public Liability Ins. on 52251.80		522.51	$57613.77
PERSONAL EXPENSES:			
April 1951			
Vo. 50998, R. E. Becker - Lineman	11.55		
Vo. 48976, L. H. Boyd - Engr. Inspector	11.90		
May 1951			
Vo. 71659, R. E. Becker - Lineman	16.30		
Vo. 69539, L. H. Boyd - Engr. Inspector	18.35		
June 1951			
Vo. 75202, R. E. Becker - Lineman	13.35		
Vo. 69430, L. H. Boyd - Engr. Inspector	18.55		
July 1951			
Vo. 96331, R. E. Becker - Lineman	19.55		
Vo. 96419, W. C. Pound - Engr. Inspector	8.85		
August 1951			
Vo. 95738, R. E. Becker - Lineman	20.35		
Vo. 93376, L. H. Boyd - Engr. Inspector	23.85		
September 1951			
Vo. 113653, R. E. Becker - Lineman	22.95		
Vo. 118807, L. H. Boyd - Engr. Inspector	24.90		
Vo. 106065, B. L. Tangley	22.40		
Vo. 106067, E. Mathis - Watchman	22.40		
Vo. 106069, J. Nickell	22.40		
Vo. 109453, F. Strader - Section Foreman	23.52		
Vo. 114735, F. B. Pendlton - Signalman	57.60		
Vo. 118787, J. L. Nickell	37.80		
Vo. 118783, F. Strader - Section Foreman	23.52		
Vo. 118793, E. Mathis - Watchman	7.56		
Vo. 118795, E. Mathis - Watchman	37.80		
Vo. 118805, C. C. Cahill	25.20		
Vo. 119103, J. L. Nickell	7.56		
Vo. 108055, F. Strader - Section Foreman	23.52		

Pnd.

tober			
Vo. 116544, R. E. Becker - Lineman		23.70	
Vo. 117444, L. H. Boyd - Engr. Insp.		24.10	
Vo. 117806, F. B. Pendleton - Signalman		60.00	
Vo. 116678, F. Strader - Foreman		11.76	
November 1951			
Vo. 142759, R. E. Becker - Lineman		25.50	
Vo. 134827, L. H. Boyd - Engr. Inspector		23.80	
Vo. 139033, F. B. Pendleton - Signalman		55.20	
Vo. 144543, E. M. Minor - Foreman		24.50	
December 1951			
Vo. 140210, L. H. Boyd - Engr. Inspector		21.90	
Vo. 140304, F. B. Pendleton - Signalman		68.20	
Vo. 140530, E. M. Minor - Foreman		24.50	
January 1952			
Vo. 159225, L. H. Boyd - Engr. Inspector		21.25	
Vo. 161445, E. M. Minor - Foreman		17.64	
February 1952			
Vo. 156932, L. H. Boyd - Engr. Inspector		25.55	
September 1954			
Vo. 500951, F. Irwin - Trav. Engr. Acct.		1.40	$950.73
TE 405, Work Train Service - May 12, 1951			
Loco 7864 used 1 day @ 79.409 day	79.41		
Propn. chargeable to this W.O. - 42.86%		34.04	
August 1951			
F 4920, Telegraph Dept.			
30 ft. iron line wire (8 lbs.) @ .11 lb.		.88	
25 ft. copper wire (9 lbs.) @ .31 lb.		2.79	
5 ea. copper sleeves @ .14 ea.		.70	
5 ea. iron sleeves @ .18 ea.		.90	
25 ft. copper wire (9 lbs.) @ .31 lb.		2.79	
8 ea. copper sleeves @ .14 ea.		1.12	
5 ea. iron sleeves @ .18 ea.		.90	
14 ea. glass insulators @ .11 ea.		1.54	
3 ea. copper sleeves @ .14 ea.		.42	
October 1951			
F 502-1 #1806, R-1886			
117 ea. crossarm bolts 5/8 x 16" @ .37 ea.		43.29	
540 ea. wood pins 1x8" @ .05 ea.		27.00	
139 ea. galvanized carriage bolts 3/8 x [illegible] @ .03 ea.		4.17	
147 ea. washers 2¼x2¼"x3/16" @ .03 ea.		4.41	
24 ea. dead ending shackles @ .93 ea.		22.32	
24 ea. double skirt insulators @ .36 ea.		8.64	
954 ea. copper tie wires #[illegible] AWG @ .01 ea.		9.54	
139 ea. iron tie wires #9 AWG @ .17 ea.		23.63	
125 ea. locust wood bushings @ .04 ea.		5.00	
5 lbs. 6D common galv. nails @ .12 lb.		.60	

F 502-1 #1746, R-1742			
60 ea. crossarms @ 2.92 ea.	175.20		
4 ea. poles Cl. 3 @ 16.60 ea.	66.40	(D)	
188 ea. carriage bolts 3/8"x4" @ .03 ea.	5.64		
65 ea. lag screws ½"x4" @ .08 ea.	5.20		
84 ea. lag screws ½"x4" @ .08 ea.	6.72		
600 ea. wood pins 8"x1¼" @ .05 ea.	30.00		
990 ea. wood pins 8"x1¼" @ .05 ea.	49.50		
70 ea. crossarm braces @ .43 ea.	30.10		
9 ea. crossarm bolts 5/8"x14" @ .30 ea.	2.70		
51 ea. crossarm bolts 5/8"x16" @ .37 ea.	18.87		
342 ea. washers 2¼x2¼x3/16 @ .06 ea.	20.52		
8 ea. 2"x12"x16' rgh. fir @ 1.84 ea.	14.72		
F 502-1 #1745, R-1744			
130 ea. carriage bolts 3/8 x 4" @ .03 ea.	3.90		
186 ea. fetter drive screws ½x4" @ .08 ea.	14.88		
960 ea. wood pins 8"x1¼" @ .05 ea.	48.00		
20 ea. crossarm bolts 5/8 x 16" @ .37 ea.	7.40		
31 ea. crossarm bolts 5/8 x 14" @ .30 ea.	9.30		
186 ea. washers 2¼x2¼x3/16" @ .06 ea.	11.16		
3 lbs. galv. 6D nails @ .12 lb.	.36		
290 lbs. iron tie 13" #9 BWG @ .17 lb.	49.30		
145 lbs. copper tie 22" #9 AWG @ .31 lb.	44.95		
F 502-1 #1755, R-1796			
600 ea. insulators No. 42 Hemingray glass @ .13 ea.	78.00		
2380 ea. " " " " @ .13 ea.	309.40		
60 ea. Hubbard point type transposition brackets @ 2.17 ea.	130.20		
200 ea. iron sleeves 2-148-J @ .09 ea.	18.00		
2000 lbs. copperweld line wire No. 9 AWG @ .31 lb.	620.00		
2044 lbs. bare hard drawn copper wire @ .24 lb.	490.56	(D)	
365 lbs. bare hard drawn copper wire @ .31 lb.	113.15		
100 ea. copper sleeves 1-114-D @ .10 ea.	10.00		
November 1951			
F 502-1 #2022, R-2127			
4698 lbs. wire #9 BWG @ .16 lb.	751.68		
16 ea. 3-bolt guy clamps @ .40 ea.	6.40		
4 ea. strain insulators @ .13 ea.	.52		
300 ft. 5/16" strand messenger @ .04 ft.	12.00		
4 ea. Hubeyes No. 9161 5/8x10" angle @ .48 ea.	1.92		
4 ea. anchor rods 5/8x8' @ 2.26 ea.	9.04	3360.37	
Plus 5% Handling on material through stores 2769.37		138.47	
FREIGHT:			
Omaha to Wyeth, Oregon - 1734 miles			
22721 lbs. = 11.3605 tons			
11.3605 NT x 1734 miles = 19.69911 NTM @ .01 NTM		196.99	$3695.83

FORMS 1253, REPORT OF ROLLING STOCK:
May 1951
Signal Gang 780, Earl R. Foster
11 outfit & revenue cars used
31 days ea. @ 1.016 per day = 346.46
Total hours worked this job - 16

Total hours worked during mo. - 2793		
16/2793 of 346.46		1.98
Telegraph Gang 019		
9 outfit & revenue cars used		
31 days ea. @ 1.016 per day = 283.46		
Total hours worked this job - 947		
Total hours worked during mo. - 1932		
947/1932 of 283.46	138.94	
Truck T-68 used 159 miles @ .05 mi.	7.95	
Motor car used 11 days @ .74 day	8.14	
	155.03	
Propn. chargeable to this W.O. - 42.86%		66.45
June 1951		
Signal Gang 780, Earl R. Foster		
12 outfit & revenue cars used		
30 days ea. @ 1.016 per day = 365.76		
Total hours worked this job - 169		
Total hours worked during mo. - 3581		
169/3581 of 365.76		17.26
Telegraph Gang 019		
10 outfit & revenue cars used		
30 days ea. @ 1.016 per day = 304.80		
Total hours worked this job - 3125		
Total hours worked during mo. - 3277		
3125/3277 of 304.80	290.66	
Motor car used 21 days @ .74 day	15.54	
Trucks T-15 & T-68 used 394 miles @ .05 mi.	19.70	
	325.90	
Propn. chargeable to this W.O. - 42.86%		139.68
July 1951		
Signal Gang 780, Earl R. Foster		
11 outfit & revenue cars used		
31 days ea. @ 1.016 per day = 346.46		
Total hours worked this job - 174		
Total hours worked during mo. - 2978		
174/2978 of 346.46		20.24
Telegraph Gang 019		
11 outfit & revenue cars used		
31 days ea. @ 1.016 per day = 346.46		
Total hours worked this job - 3201		
Total hours worked during mo. - 3466		
3201/3466 of 346.46	319.97	
Motor car used 21 days @ .74 day	15.54	
Trucks T-15 & T-68 used 702 miles @ .05 mi.	35.10	
	370.61	
Propn. chargeable to this W.O. - 42.86%		158.84

Prd

[illegible] 1951		
Signal Gang 780, Earl R. Foster		
12 outfit & revenue cars used		
31 days ea. @ 1.016 per day = 377.95		
Total hours worked this job - 185		
Total hours worked during mo. - 2965		
185/2965 of 377.95	23.58	
September 1951		
Signal Gang 780, Earl R. Foster		
12 outfit & revenue cars used		
30 days ea. @ 1.016 per day = 365.76		
Total hours worked this job - 153		
Total hours worked during mo. - 2021		
153/2021 of 365.76	27.69	
October 1951		
Signal Gang 780, Earl R. Foster		
11 outfit & revenue cars used		
31 days ea. @ 1.016 per day = 346.46		
Total hours worked this job - 213		
Total hours worked during mo. - 2736		
213/2736 of 346.46	26.97	
3 motor cars used 2 days ea. @ .74 day	4.44	
November 1951		
Signal Gang 780, Earl R. Foster		
12 outfit & revenue cars used		
30 days ea. @ 1.016 per day = 365.76		
Total hours worked this job - 188		
Total hours worked during mo. - 3295		
188/3295 of 365.76	20.87	
3 motor cars used 1 day ea. @ .74 day	2.22	
December 1951		
Signal Gang 780, Earl R. Foster		
11 outfit & revenue cars used		
31 days ea. @ 1.016 per day = 346.46		
Total hours worked this job - 145		
Total hours worked during mo. - 2766		
145/2766 of 346.46	18.16	
2 motor cars used 1 day ea. @ .74 day	1.48	
January 1953		
Extra Gang 746, E. Oaks		
15 outfit & revenue cars used		
31 days ea. @ 1.016 per day = 472.44		
Total hours worked this job - 1468		
Total hours worked during mo. - 7582		
1468/7582 of 472.44	91.47	$621.33

CAR RENTAL:		
April 1951		
Vo. 57398 - M. J. Goss Motor Co.	105.00	
May 1951		
Vo. 76241 - M. J. Goss Motor Co.	142.50	
June 1951		
Vo. 83395 - M. J. Goss Motor Co.	225.00	
July 1951		
Vo. 102241 - M. J. Goss Motor Co.	232.50	
August 1951		
Vo. 104597 - M. J. Goss Motor Co.	232.50	
September 1951		
Vo. 124099 - M. J. Goss Motor Co.	225.00	
October 1951		
Vo. 127551 - M. J. Goss Motor Co.	232.50	
November 1951		
Vo. 146097 - M. J. Goss Motor Co.	225.00	
December 1951		
Vo. 144096 - M. J. Goss Motor Co.	232.50	
January 1952		
Vo. 168307 - M. J. Goss Motor Co.	202.50	
February 1952		
Vo. 185046 - M. J. Goss Motor Co.	217.50	
March 1952		
Vo. 172435 - M. J. Goss Motor Co. Difference on rent of car No. 5 as billed from March 17, 1951 to March 1, 1952 and as it should have been billed.	514.88	$2787.38

MATERIAL RELEASED:	
October 1951	
TE #1112 (Dec. 1954), Telegraph Dept.	
Material Released & Replaced	
2 wires #4 BWG iron (2.607 mi. ea.) 4119 lbs. @ .12 lb.	494.28
2 wires #6 BWG iron (2.607 mi. ea.) 2993 lbs. @ .12 lb.	359.16
1 wire #4 BWG iron (2.607 mi. ea.) 2060 lbs. @ .12 lb.	247.20
7.225 miles hard drawn copper #9 AWG (1502 lbs. @ .24 lb.	360.48
1.755 miles hard drawn copper #9 AWG (365#) @ .31 lb.	113.15
Material Retired & Not Replaced	
2 wires #9 BWG iron (2.607 mi. ea.)1590 lbs. @ .0075 lb.	11.93
Miscellaneous Material Salvaged	
965 ea. insulators, glass @ .13 ea.	125.45
114 ea. crossarms, 10 ft. @ 2.92 ea.	332.88
1040 ea. steel pins @ .32 ea.	332.80
74 ea. clamps, bolts, medium @ .40 ea.	29.60
80 ea. crossarm bolts 5/8 x 14 @ .30 ea.	24.00
180 ea. braces, crossarm 28" @ .43 ea.	77.40
4 ea. "H" fixture braces @ 2.12 ea.	8.48

35 ea. bracket, point @ 2.17 ea.	75.95		
13 ea. bracket clamp type @ .88 ea.	11.44		
30 ea. bolts, carriage 3/8 x 4" @ .03 ea.	.90		$ 2605.10
Cost to compile bill:			
Bill Clerk, 40 hrs. @ 2.060833 hr.	82.43		
Bill Examiner, 8¼ hrs. @ 2.025511 hr.	16.71		
Comp. Operator, 6 hrs. @ 1.704431 hr.	10.23		
Typist, 4 hrs. @ 1.745284 hr.	6.93	116.35	
Plus 3 % Vacation Allowance on 116.35		3.49	
" 6½% RRR & UI Tax on 119.84		7.79	
" 3 % Workmens Compensation Insurance on 119.84		3.59	
" 1% Public Liability Insurance on 119.84		1.20	132.42
Total Expense			$63196.36

(D) Shipped Direct.

FORM 530—90M—10-54—79486

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 25th, 1955

SUBJECT:

To: Mr. P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Attn: C. A. Gardner

Dear Sir:

Some time ago you forwarded to me three copies of the Union Pacific Company's bill No. 695191 for railroad work on the Cascade Locks-Herman Creek Road and Herman Creek Road-Gorton Creek Projects on the Columbia River Highway. You asked that this be checked and approved by the resident engineer, and that all three copies be returned to your office for further handling. The bill was referred to Carl A. Peterson for verification, and at his request you forwarded a copy of the first progressive detail billing on the Cascade Locks-Wyeth Section of the Columbia River Highway, which had been previously submitted and has been settled with the Union Pacific. You requested that we also return this copy, which is enclosed.

I am enclosing herewith copy of Carl Peterson's letter of transmittal of May 17th on this bill. You will note that he has gone over this bill thoroughly with the Union Pacific Company, and that the various items in the bill have been verified. The bulk of this bill, as mentioned by Peterson, is for railroad section men and extra gang crew expense in connection with track movements, and on expected track movements at the Ranger Station Farley and Fountain slides. A considerable item of expense was watchmen who were watching at these slides on a 24 hour basis when ground conditions indicated that there was danger of movement. Also you will note that items of this nature were billed up to and including October 1954.

The only question that might possibly be raised on this billing would be the duration of this expense long after this project was completed. The railroad company did incur these expenses, and they apparently feel that the state should reimburse them for this expense.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Forrest Cooper
Carl A. Peterson

COPY

FORM 830—50M—10 54—79485

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Banks, Oregon
May 17, 1955

SUBJECT: UPRR Bill # 695191
Herman Creek - Gorton Creek
Columbia River Highway

To: Mr. A. G. Skelton
Division Engineer
State Highway Department

Dear Sir:

As per arrangement made yesterday by Mr. Kidder to have Mr. Frank Irwin, Trav. Eng'r, Accountant, review the above mentioned Bill at 10:00 A.M. to-day with me.

Mr. Irwin arrived on time and we went over the bills concerning the Telegraph lines. First we checked the damages Vernie Jarl had caused by blasting. These claims were paid by his Insurance Co. to the Railroad Co. None of these claims are included in Bill # 695191.

Then we checked the Telegraph labor bill which Mr. Irwin had deducted $7430.10 from the original and charged it as their work.

The Telegraph Dep't. installed 134 new poles which they did not charge as they were going to do this in the future anyway.

The original estimate for the protection of these lines was $17,000. The cost on this bill is $16,687.04, the remainder $46,509.32 for RR Section Men and Extra Gangs on account of track movements at Ranger Station, Farley and the Fountain.

Would like your advice as to what Prefix to use.

Very truly yours

Carl A. Peterson /s/
Resident Engineer

To Carl A Peterson DATE 4/19/55

Pete - Herewith copy of bill you requested recently - Pardon the delay - but I had one heck of a time locating this thing - Seems like it got a little out of the usual channels.

SIGNED J.

PLEASE REPLY HERE

To ____ DATE ____

Will you please return this copy to me when youre through with it ?

Gardner

SIGNED ____

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

Rediform NO. 210

To A. G. Skelton DATE 3/28/55

Herewith 3 copies of UP Co Bill 695191 for work on the Cascade Locks–Herman Cr. Rd. Sec. and the Herman Cr. Rd – Gorton Cr. Sec. Will you please refer this to the

SIGNED

PLEASE REPLY HERE

To DATE

resident engineers on sections for check and approval. All 3 copies of the bill should be returned to me after approval.

Gardner

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

Rediform NO. 220

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

FEBRUARY 11, 1955

(File D 315 - 2 - 36)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Cascade Locks - Wyeth Section
Columbia River Highway

Attached in quadruplicate is Railroad Company bill #695191 dated February 7, 1955 in the amount of $63,196.36, covering expenses incurred by the Railroad in connection with the highway work on the captioned project. This bill covers inspection, moving communication signal lines, right-of-way fences, etc., as provided for in the easement and construction agreement dated March 14, 1951.

Please review the bill and if satisfactory place in line for payment.

Yours very truly,

E. F. Kidder,
Division Engineer

enc.

RECEIVED
FEB 14 1955
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UNION PACIFIC RAILROAD COMPANY

Statement of expenses incurred by Railroad Forces combatting damages to property caused by settlement and movement of ground which disturbed line and surface track on Cascade Locks - Wyeth Section (mileposts 45.4 to 49.4) of Columbia River Highway, during period April 1951 to June 1953.

1st Progressive Detail

Mile Post 45.8

Labor:			
August 1951			
PR 713, Section Gang 7 (F. F. Petrurrelli)			
Look after slide			
Sectionmen, 24 hrs. @ 1.465 hr.		35.16	
Plus 10% Suptdnce. on 35.16		3.52	
3% Vacation Allowance on 35.16		1.05	
6% RRR & UI Tax on 36.21		2.17	
Work by Outside Parties:			
September 1951			
Vo. 111675 - Morrison Knudsen Co.			
Clearing slide, invoice 1477-63	929.75		
February 1952			
Vo. 164526 - Morrison Knudsen Co.			
Remove slide, invoice 1540-17	387.49	1317.24	1359.14

Mile Post 46.75 to 46.8

Labor:			
August 1951			
PR 713-1, Ditcher Spreader 0454			
Plow riprap at Farley			
Ditcher operator, 32 hrs. @ 1.921 hr.	61.47		
" " 9 hrs. @ 2.88 hr. OT	25.92		
PR 713-2, Ditcher Spreader 0454			
Plow riprap at Farley			
Ditcher Operator, 8 hrs. @ 1.921 hr.	15.37		
" " 2 hrs. @ 2.88 hr. OT	5.76		
Form 4967-8, Work Train Service			
Dump riprap (Loco.2280) Aug. 9, 1951			
Conductor, Young, 13 5/6 hrs.	78.88		
Engineer, Johnson, 13 5/6 hrs.	54.26		
Dump riprap (Loco.2280) Aug.10, 1951			
Conductor, Young, 10 hrs.	51.71		
Engineer, Johnson, 10 hrs.	35.57		
Dump riprap (Loco.5402) Aug. 11, 1951			
Conductor, Fraser, 11 hrs. 40 min.	84.92		
Engineer, Luce, 11 hrs. 40 min.	44.41		
Dump riprap (Loco.5528) Aug. 13, 1951			
Conductor, Gustafson, 11 hrs. 10 min.	79.89		
Engineer, Luce, 11 hrs. 10 min	42.31		

Dump riprap (Loco.2280) Aug.14	
Conductor - Buff	--
Engineer - Luce 11 hrs. 40 min.	44.13
Dump riprap 9Loco.5401) Aug.15	
Conductor - Geiger 14 hrs. 40 min.	84.92
Engineer - Luce 14 " 40 "	58.35
Dump riprap (Loco.5401) Aug.16	
Conductor - Geiger 15 hrs. 59 min.	94.36
Engineer - Luce 15 hrs. 59 min.	65.70
October 1951	
PR 713-2, Extra Gang 747 (A.C.Hook)	
Surface & line track	
Foreman 16 hrs. @ 1.8369 hr.	29.39
Clerk 16 hrs. @ 1.6097 hr.	25.76
Laborers 352 hrs. @ 1.477 hr.	519.90
Form 4967-8, Wk. Train Service	
Load & Unload riprap (Loco 5404) Oct.24	
Conductor - Buff 15 hrs. 30 min.	121.11
Engineer - Douthit 15 hrs. 30 min.	63.34
Loading riprap (Loco.5404-7866) Oct.25	
Conductor-DDuval 14 hrs. 20 min.	113.33
Engineer-Burnett 14 hrs. 20 min.	60.18
Unloading riprap (Loco.7866) Oct. 26	
Conductor-Paist 16 hrs.	125.64
Engineer- Conlon 16 hrs.	65.70
" " Deadhead	23.89
Loading riprap (Loco.7866) Oct. 27	
Conductor - Paist 11 hrs. 20 min.	81.42
Engineer - Conlon 11 hrs. 20 min.	42.57
Handling riprap (Loco.7866) Oct. 29	
Conductor - Fraser 15 hrs. 55 min.	124.61
Engineer - Conlon 15 hrs. 55 min.	65.18
Loading riprap (Loco.7866) Oct. 30	
Conductor - Duval 11 hrs.	78.40
Engineer - Conlon 11 hrs.	41.00
Putting in ballast (Loco.7866) Oct. 31	
Conductor - Klock 12 hrs.	87.93
" Deadhead	12.72
Engineer - Lindstrom 12 hrs.	45.99
" Deadhead "	12.72
November 1951	
PR 713-1, Section Gang 10, (Frank Strader)	
Aligning & surfacing track MP 46.8	
Foreman 30 hrs. @ 1.803 hr.	54.09
Laborer 32 hrs. @ 1.44 hr.	46.08
" 10 hrs. @ 1.429 hr.	14.29
PR 713-1, Section Gang 10	
Aligning & surfacing track	
Foreman 36 hrs. @ 1.803 hr.	64.91
Laborer 72 hrs. @ 1.44 hr.	103.68
" 18 hrs. @ 1.429 hr.	25.72
Form 4967-8 Wk. Train Service	
Load & Unload riprap (Loco. 7016) Nov.1	
Conductor - Glover 12 hrs. 30 min.	69.44
Engineer - Lindstrom 12 hrs. 30 min.	61.07

December 1951
PR 713, Section Gang 10, (Frank Strader)
Line & surface track M.P. 46.8

Foreman	48 hrs.	@ 1.803 hr.		86.54
"	43 hrs.	@ 2.705 hr.	O.T.	116.32
Laborers	108 hrs.	@ 1.465 hr.		158.22
"	12 hrs.	@ 1.44 hr.		17.28
"	4 hrs.	@ 1.429 hr.		5.72
"	37 hrs.	@ 2.20 hr.	O.T.	81.40
"	14 hrs.	@ 2.16 hr.	O.T.	30.24
"	5 hrs.	@ 2.145 hr.	O.T.	10.73

PR 713-1, Extra Gang 747 (F.H. Thomas)
Surface & lining M.P. 46.8

Foreman	12 hrs.	@ 337.99 mo.(20 da.)		25.34
Clerk	12 hrs.	@ 296.19 mo.(20.da.)		22.22
Labor	252 hrs.	@ 1.429 hr.		360.11

January 1952
PR 713, Section Gang 10 (Frank Strader)
Lining & surface track M.P. 46.8

Laborers	154 hrs.	@ 1.598967 hr.		246.24

February 1952
PR 713-1, Extra Gang 746 (John W.Summers)
Clear slide & level track M.P. 46.8

Foreman	12 hrs.	@ 2.15 hr.		25.80
Timekeeper	12 hrs.	@ 1.80 hr.		21.60
Truck Operator	12 hrs.	@ 1.685 hr.		20.22
Laborers	252 hrs.	@ 1.469 hr.		370.19
Foreman	4½ hrs.	@ 3.055 hr.	O.T.	13.75
Timekeeper	3½ hrs.	@ 2.55 hr.	O.T.	8.93
Truck Operator	3½ hrs.	@ 2.53 hr.	O.T.	8.86
Laborers	53 hrs.	@ 2.205 hr.	O.T.	116.86

PR 713-2, Extra Gang 747 (Alex Schied)
Surfacing & lining track M.P. 46.8

Foreman	10 hrs.	@ 324.76 mo.(20 da.)		20.30
Laborers	246 hrs.	@ 1.469 hr.		361.37
Matl.Clerk	10 hrs.	@ 302.96 mo.(20 da.)		18.94

PR 713-1, Extra Gang 747 (D.H.Rieber)
Surfacing & Lining Track M.P. 46.8

Foreman	24 hrs.	@ 324.76 mo.(20 da.)		48.71
Laborers	600 hrs.	@ 1.469 hr.		881.40
Matl.Clerk	24 hrs.	@ 302.96 mo.(20 da.)		45.44
Foreman	½ hr.	@ 2.875 hr.	O.T.	1.44
Laborer	11½ hrs.	@ 2.205 hr.	O.T.	25.36
Matl.Clerk	½ hr.	@ 2.68 hr.	O.T.	1.34
" "	3 hrs.	@ 2.68 hr.	O.T.	8.04

March 1952
PR 713, Section Gang 7 (A.W.Sundsten)
Surface & line track M.P. 46.7

Foreman	9 hrs.	@ 312.26 mo.(21 da.)		16.73
Laborers	21 hrs.	@ 1.505 hr.		31.61

April 1952		
PR 713, Section Gang 7		
Surface & line track M.P. 46.7		
Foreman 11 hrs. @ 310.57 mo.(22 da.)	19.41	
Laborers 41 hrs. @ 1.495 hr.	61.30	6395.95 ✓
Plus 10% Suptce. on 6395.95		639.60 ✓
3% Vacation Allowance on 5941.00		178.23 ✓
6% RRR & UI Tax on 6574.18		394.45 ✓
MATERIAL USED:		
August 1951		
Forms 3176 #397 to 401 incl.(744)		
60 cars Chatfield riprap @ 32.2637 car	1935.82 ✓	
October 1951		
Forms 3176 #402-407 incl.(966)		
94 cars Chatfield riprap @ 32.583 car	3062.80 ✓	
Form 3176 #1557 (960)		
17 cars Barnhart riprap @ 31.8829 car	542.01 ✓	
Novembet 1951		
Forms 3176 #408-411 (1062)		
13 cars Chatfield riprap @ 29.403	382.24 ✓	5922.87 ✓
RENTAL OF EQUIPMENT:		
August 1951		
Forms 3176		
Ditcher spreader 0454-6 days @60.00 da.	360.00 ✓	
12 Ballast cars 5 days ea. @ 2.75 da.	165.00 ✓	
Form 4967-8		
Locomotive 2280 3 days @ 85.00 da.	255.00 ✓	
" 5402 1 " @144.00 da.	144.00 ✓	
" 5528 1 " @144.00 da.	144.00 ✓	
2 5401 2 " @144.00 da.	288.00 ✓	
October 1951		
Forms 3176		
94 ballast cars 1 day ea. @ 2.75 da.	258.50 ✓	
17 " " 1 " ea. @ 2.75 da.	46.75 ✓	
Form 1253 A.C.Hook-Extra Gang 747		
17 Outfit cars 2 days ea. @ 2.75 da.	93.50 ✓	
MW-64 dodge 1½ ton truck 2 days @6.00 da.	12.00 ✓	
Form 4967-8		
Locomotive 5404 2 days @ 144.00 da.	288.00 ✓	
" 7866 5 days @ 151.00 da.	755.00 ✓	
November 1951		
Form 3176		
13 ballast cars 1 day ea. @ 2.75 da.	35.75 ✓	
Form 4967-8		
Locomotive 7016 1 day @ 151.00 da.	151.00	
December 1951		
Form 1253 F.H.Thomas Ex.Gang 747		
16 outfit cars 2 days ea. @2.75 da.	88.00	
MW-64 Dodge 1½ ton truck 2 days @6.00 da.	12.00 ✓	

February 1952

Form 1253, J.W.Summers,Ex.Gang 746

19 outfit cars 29 days ea.
@ 2.75 day = 1515.25✓
Total hrs. worked this job,352
" " " during mo. 4184
352/4184 of 1515.25 127.48✓
MW-69 Stude 2½ ton truck 2 days @8.00 da. 16.00✓

Form 1253 Extra Gang 747 (Alex Schied)

17 outfit cars 29 days ea.
@ 2.75 da. = 1355.75✓
Total hrs. worked this job 930
" " " During mo. 4498
930/4498 of 1355.75 280.31✓
MW-64 Dodge 1½ tontruck 4 days @6.00 da. 24.00✓ 3544.29✓

WORK TRAIN SUPPLIES:

Date	Loco.	Hours	Miles	Supplies	Coal	Cost	
8-51	2280	35 1/2	213	55.21	284.00	66.31	
8-51	5402	11 2/3	70	18.14	93.33	21.81	
8-51	5528	11 1/6	67	17.37	89.33	20.87	
8-51	5401	30 2/3	184	47.69	245.33	57.29	
10-51	5404	15 1/2	93	24.11	124.00	28.52	
10-51	7866	80 2/3	484	125.45	645.33	148.42	
11-51	7016	12 1/2	75	19.44	100.00	23.00	
				307.41	1581.32	366.22	673.63

Tariff Freight:
Rock Springs to Wyeth 481.27
Plus Fed.Transp.Tax .04 n.T.on 79.066 NT 3.16 1158.06✓

TRACKAGE CHARGE:

Date	Loco.	Miles		Cost	
8-51	2280	152	@2.25 mi.	342.00	
8-51	5402	44	"	99.00	
8-51	5528	76	"	171.00	
8-51	5401	152	"	342.00	
10-51	5404	92	"	207.00	
10-51	7866	416	"	936.00	
11-51	7016	76	"	171.00	2268.00✓

TELEGRAPHER CLERK:

Date	Name	Hours	Rate	Amount	Pers.Exp.
8-51	R.E.Climer	48	1.765	84.72	14.00
8-51	"	26¼	2.65	69.56OT	
10-51	E.F.Higel	48	1.765	84.72	14.00

TELEGRAPHER CLERK:

Date	Name	Hours	Rate	Amount	Pers.Exp.	
10-51	E.F.Hilgel	20 1/12	2.65	53.22	OT	
11-51	"	-			2.00	
				292.22	30.00	322.22
Plus 10% Suptce. on 292.22						29.22
3% Vac. Allowance on 169.44						5.08
6% RRR & UI Tax on 297.30						17.84

WORK PERFORMED BY OUTSIDE PARTIES:

September 1951			
Vo. 111675 - Morrison Knudsen Co.			
Load & place riprap, Invoice 1477-62	4024.44		
November 1951			
Vo. 127533 - Morrison Knudsen Co.			
Load & place riprap, Invoice 1477-82	2866.18		
February 1952			
Vo. 164526 - Morrison Knudsen Co.			
Clear slide - Invoice 1540-17	101.89	6992.51	27868.32

Mile Post 47.9 to 47.7

LABOR:

January 1952	
PR 713, Section Gang 10, (Frank Strader)	
Lining & surfacing track M.P. 47.9	
Laborers 155 hrs. @ 1.598967 hr.	247.84
February 1952	
PR 713, Section Gang 10, (Frank Strader)	
Aligning & surface track M.P. 47.7	
Foreman 64 hrs. @ 312.26 mo.(20 da.)	124.90
Laborers 40 hrs. @ 1.505 hr.	60.20
" 208 hrs. @ 1.469 hr.	305.55
Foreman 4 hrs. @ 2.765 hr.	11.06
Laborers 4 hrs. @ 2.26 hr.	9.04
" 4 hrs. @ 2.22 hr.	8.88
PR 713-2, Extra Gang 747, (Alex Schied)	
Surface & line track M.P. 47.8	
Foreman 13 hrs. @ 324.76 mo.(20 da.)	26.39
Laborers 315 hrs. @ 1.469 hr.	462.74
Matl.Clerk 13 hrs. @ 302.96 mo.(20 da.)	24.62
March 1952	
PR 712, Signal Gang 787, (W.L.Hieb)	
Repair rock slide fence M.P. 47.8	
Foreman 16 hrs. @ 434.56 mo.(21 da.)	41.39
Signalmen 64 hrs. @ 1.973 hr.	126.27
Asst. " 16 hrs. @ 1.685 hr.	26.96
Helpers 48 hrs. @ 1.661 hr.	79.73

PR 713-1, Extra Gang 747, (Alex Schied)
Surfacing & lining track M.P. 47.8

Foreman	10 hrs.	@ 324.76 mo.(21 da.)	19.33	
Laborers	205 hrs.	@ 1.469 hr.	301.14	
Mat'l.Clk.	10 hrs.	@ 302.96 mo. (21 da.)	18.03	

April 1952
PR 713, Section Gang 7 (A.W.Sundsten)
Surface & line track M.P. 47.8

Foreman	58 hrs.	@ 310.57 mo.(22 da.)	102.35	
Laborers	216 hrs.	@ 1.469 hr.	317.30	

May 1952
PR 713, Section Gang 7, (A.W.Sundsten)
Surface & line track M.P. 47.8

Foreman	19 hrs.	@ 310.57 mo.(21 da.)	35.12	
Laborers	92 hrs.	@ 1.495 hr.	137.54	

June 1952
PR 713, Section Gang 7 (A.W.Sundsten)
Surface & line track M.P. 47.8

Foreman	22 hrs.	@ 310.57 mo.(21 da.)	40.67	
Laborers	50 hrs.	@ 1.495 hr.	74.75	

July 1952
PR 713, Section Gang 7, (A.W.Sundsten)
Surface & line track M.P. 47.8

Foreman	5 hrs.	@ 313.96 mo.(22 da.)	8.92	
Laborers	20 hrs.	@ 1.515 hr.	30.30	

September 1952
PR 713, Section Gang 7, (A.W.Sundsten)
Surface & line track M.P. 47.8

Foreman	8 hrs.	@ 313.96 mo.(21 da.)	14.95	
Laborers	16 hrs.	@ 1.515 hr.	24.24	
"	16 hrs.	@ 1.491 hr.	23.86	

October 1952
PR 713, Section Gang 7, (A.W.Sundsten)
Surface & line track M.P. 47.8

Foreman	24 hrs.	@ 317.35 mo.(23 da.)	41.39	
Laborers	48 hrs.	@ 1.535 hr.	73.68	
"	48 hrs.	@ 1.511 hr.	72.53	

November 1952
PR 713, Section Gang 7, (A.W.Sundsten)
Surface & line track M.P. 47.8

Foreman	14 hrs.	@ 317.35 mo.(19 da.)	29.23	
Laborers	74 hrs.	@ 1.535 hr.	113.59	3034.49

Plus 10% Superintendence on 3034.49	303.45
3% Vacation Allowance on 3034.49	91.03
6% RRR & UI Tax on 3125.52	187.53

RENTAL OF EQUIPMENT:			
February 1952			
Form 1253 - Report of Rolling Stock			
Alex Schied, Extra Gang 747			
17 outfit cars 29 days ea.			
@ 2.75 da. = 1355.75			
Total hrs. worked this job 341			
" " " during mo. 4498			
341/4498 of 1355.75	102.78		
Truck MW-64 Dodge 1½ ton -4 da. @6.00 da.	24.00	126.78	3743.28 ✓

Mile Post 48.2 - 48.4

LABOR:	
November 1951	
PR 713, Extra Gang 747 (A.C.Hoak)	
Surface & line track, Farley	
Foreman 8 hrs. @ 337.99 mo.(21 da.)	16.09
Clerk 8 hrs. @ 296.19 mo.(21 da.)	14.10
Laborers 288 hrs. @ 1.429 hr.	411.55
Form 4967-8, Work Train Service	
Handling riprap (Loco.7016) Nov.2	
Conductor - Glover 15 hrs. 30 min.	90.96
Engineer - Dalrymple 15 hrs. 30 min.	63.34
Handling riprap (Loco.2528) Nov. 5 & 6	
Conductor - Glover 26 hrs.	162.17
Engineer - Dalrymple 26 hrs.	106.69
Handling riprap (Loco.2528) Nov. 7 & 8	
Conductor - Carnahan 30 hrs. 45 min.	205.42
Engineer - Dalrymple 30 hrs. 45 min.	126.18
December 1951	
PR 713, Section Gang 10, (Frank Strader)	
Aligning & surfacing M.P. 48.2	
Foreman 11 hrs. @ 2.705 hr. O.T.	29.75
Laborers 29 hrs. @ 2.20 hr. O.T.	63.80
" 14 hrs. @ 2.16 hr. O.T.	30.24
" 13 hrs. @ 2.145 hr. O.T.	27.89
Foreman 24 hrs. @ 1.803 hr.	43.27
Laborers 4 hrs. @ 1.465 hr.	5.86
" 28 hrs. @ 1.44 hr.	40.32
" 76 hrs. @ 1.429 hr.	108.60
PR 713-1, Extra Gang 747, (F.H.Thomas)	
Surfacing & lining track M.P. 48.2	
Foreman 12 hrs. @337.99 (20 da.)	25.35
Clerk 12 hrs. @296.19 (20 da.)	22.21
Laborers 252 hrs. @ 1.429	360.11
January 1952	
PR 713, Section Gang 10 (Frank Strader)	
Lining & surfacing track M.P. 48.2	
Laborers 155 hrs. @ 1.598967 hr.	247.84

February 1952		
PR 713-2, Extra Gang 747 (Alex Schied)		
Surface & line track M.P. 48.2		
Foreman 4 hrs. @ 324.76 mo.(20 da.)	8.12	
Laborers 100 hrs. @ 1.469 hr.	146.90	
Matl.Clk. 4 hrs. @ 302.96 mo.(20 da.)	7.57	
September 1952		
PR 713, Section Gang 7, (A.W.Sundsten)		
Surface & line track M.P. 48.2		
Foreman 8 hrs. @ 313.96 mo.(21 da.)	14.95	
Laborers 24 hrs. @ 1.515 hr.	36.36	
November 1952		
PR 713, Section Gang 7, (A.W. Sundsten)		
Surface & line track M.P. 48.2		
Foreman 4 hrs. @ 317.35 mo.(19 da.)	8.35	
Laborers 26 hrs. @ 1.535 hr.	39.91	2463.91
Plus 10% Superintendence on 2463.91		246.39
3% Vacation Allowance on 2312.22		69.37
6% RRR & UI Tax on 2533.28		152.00
MATERIAL USED:		
November 1951		
Forms 3176 #482 to 484 (1062)		
77 cars Chatfield riprap @29.403 car	2264.03	2264.03
RENTAL OF EQUIPMENT:		
November 1951		
Forms 3176		
77 ballast cars 1 day ea. @2.00 da.	154.00	
Form 4967-8		
Locomotive Rental 5 days @85.00 da.	425.00	
Form 1253 A.C.Hook Extra Gang 747		
16 outfit cars 30 days ea. @2.75 da. = 1320.00		
Total hrs. worked this job 304		
" " " during mo. 6042		
304/6042 of 1320.00	66.42	
Truck MW-64 Dodge 1½ ton, 1 day @6.00 da.	6.00	
December 1951		
Form 1253 F.H. Thomas, Extra Gang 747		
16 outfit cars 31 days ea. @ 2.75 da. = 1364.00		
Total hrs. worked this job 276		
" " " during mo. 6413		
276/6413 of 1364.00	58.70	
Truck MW-64 Dodge 1½ ton 2 days @6.00 da.	12.00	
February 1952		
Form 1253, Alex Schied, Extra Gang 747		
17 outfit cars 29 days ea. @ 2.75 da. = 1355.75		

fwd

Total hrs. worked this job 108		
" " " during mo. .7593		
108/7593 of 1355.75	19.28	
Truck MW-64 Dodge 1½ ton 1 da.@6.00 da.	6.00	747.40

WORK TRAIN SUPPLIES:

Date	Loco.	Hours	Miles	Supplies	Coal	Cost	
11-51	7016	15 1/2	93	24.11	12400	28.83	
11-51	2528	56 3/4	341	88.39	45400	105.56	
				112.50	57800	134.39	246.89

Tariff Freight:		
Rock Springs to Wyeth	177.74	
Plus .04 NT Fed.Transp.Tax on 28.9 tons	1.16	425.79

TRACKAGE CHARGE:

Date	Loco	Miles		Cost	
11-51	7016	70	@2.25 mi.	157.50	
11-51	2528	280	"	630.00	787.50

TELEGRAPHER CLERK:

Date	Name	Hours	Rate	Amount		Pers.Exp.		
11-51	E.F. Hilgel	40	1.765	70.60		10.00		
11-51	"	20½	2.65	54.33	O.T.			
				124.93		10.00	134.93	

Plus 10% Superintendence on 124.93	12.49	
3% Vac. Allow. on 70.60	2.12	
6% RRR & UI Tax on 127.05	7.62	7313.55

Mile Post 48.5 - 49

Labor:
February 1952
PR 713-1, Extra Gang 746 (John W.Summers)
Clear slide & level track M.P. 48.5

Foreman	12 hrs.	@ 2.15 hr.		25.80	
Timekeeper	12 "	@ 1.80 hr.		21.60	
Truck Operator	12 hrs.	@ 1.685 hr.		20.20	
Laborers	252 hrs.	@ 1.469 hr.		370.19	
Foreman	4½ "	@ 3.055 hr.	O.T.	13.75	
Timekeeper	3½ "	@ 2.55 hr.	O.T.	8.93	
Truck Operator	3½ "	@ 2.53 hr.	O.T.	8.86	
Laborers	53 "	@ 2.205 hr.	O.T.	116.86	586.19

Plus 10% Superintendence on 586.19	58.62	
3% Vacation Allowance on 437.79	13.13	
6% RRR & UI Tax on 599.32	35.96	693.90

Mile Post 48.8

LABOR:				
February 1952				
PR 713, Section Gang 7 (A.W.Sundsten)				
Remove slide M.P. 48.8				
Foreman	3 hrs. @ 2.765 hr. O.T.	8.29 ✓		
Laborers	5 hrs. @ 2.26 hr. O.T.	11.30 ✓		
Foreman	5 hrs. @ 2.765 hr. O.T.	13.83 ✓		
March 1952				
PR 713, Section 7, (A.W.Sundsten)				
Surface & line track M.P. 48.8				
Foreman	51 hrs. @312.26 mo.(21 da.)	94.79 ✓		
Laborers	144 hrs. @ 1.505 hr.	216.72 ✓		
Foreman	6 hrs. @ 2.765 hr. O.T.	16.59 ✓		
Laborers	12 hrs. @ 2.26 hr. O.T.	27.12 ✓	388.64 ✓	
Plus 10% Superintendence on 388.64			38.86 ✓	
3% Vacation Allowance on 311.51			9.34 ✓	
6% RRR & UI Tax on 397.98			23.88 ✓	460.72 ✓

Mile Post 45.3

LABOR:
February 1953
PR 710-1, B&B Gang 702, (Henry Meier)
Install culvert M.P. 45.3 (Material furnished by State of Oregon)

Foreman	8 hrs. @ 358.16 mo.(19 da.)	18.85		
Lead Workman	8 hrs. @ 1.897 hr.	15.18		
Carpenters 1st Cl.	16 hrs. @ 1.837 hr.	29.39		
Carpenters 2nd Cl.	40 hrs. @ 1.789 hr.	71.56		
Helper	8 hrs. @ 1.645 hr.	13.16	148.14	
Plus 10% Superintendence on 148.14			14.81	
3% Vacation Allowance on 148.14			4.44	
6% RRR & UI Tax on 152.58			9.15	

RENTAL OF EQUIPMENT:
February 1953
Form 1253, Report of Rolling Stock

Truck MW-39, 2 ton Stude 1 da. @8.00 da.			8.00	184.54

Mile Post 45.8 - 45.9

LABOR:
January 1953
PR 713, Section Gang 7, (A.W.Sundsten)
Watch track M.P. 45.9

Sectionmen	120 hrs. @ 1.7656441 hr.	211.88	211.88	
Plus 10% Superintendence on 211.88			21.19	
3% Vacation Allowance on 211.88			6.36	
6% RRR & UI Tax on 218.24			13.09	252.52

Mile Post 46.75 - 46.8

LABOR:
January 1953
PR 713 Section Gang 7, (A.W.Sundsten)

Watch track M.P. 46.8		
Sectionmen	618 hrs. @ 1.7656441 hr.	1091.17
Surface & line track M.P. 46.8		
Sectionmen	699½ hrs. @ 1.7656441 hr.	1235.07

PR 713-2, Extra Gang 746, (E.Oaks)
Digging out, surface & lining M.P. 46.8

Foreman	52 hrs. @ 348.16 mo. (21 da.)	107.76
"	28 hrs. @ 3.085 hr. O.T.	86.38
Timekeeper	52 hrs. @291.36 mo. (21 da.)	90.18
"	36 hrs. @ 2.58 hr. O.T.	92.88
Truck Driver	52 hrs. @ 1.705 hr.	88.66
"	31 hrs. @ 2.56 hr. O.T.	79.36
Power tool operator	52 hrs. @1.537 hr.	79.92
"	12 hrs. @ 2.305 hr. O.T.	27.66
Laborer	1688 hrs. @ 1.489 hr.	2513.43
"	334 hrs. @ 2.235 hr. O.T.	746.49

Camp Tender - days & nights M.P. 46.8	
Laborers 176 hrs. @ 1.489 hr.	262.06
" 60 hrs. @ 2.235 hr. O.T.	134.10
PR 713-1 Loco.Crane 0287	
C,ean ditch & replace ballast m.p. 46.8	
Crane Operator 4 hrs. @ 1.981 hr.	7.92
" 3/4 hrs. @ 2.97 hr. O.T.	2.23
Helper 4 hrs. @ 1.645 hr.	6.58
" 3/4 hrs. @ 2.47 hr. O.T.	1.85
Form 4967-8, Work Train Service	
Ditching (Loco.5414) Jan. 7	
Conductro - Paist 12 hrs.	70.59
Engineer - Johnson 12 hrs.	51.73
Switch outfits & dump ballast (Loco 5405)Jn.½ Jan. 12	
Conductor - Paist 13 hrs.	78.26
Engineer - Johnson 13 hrs.	57.34
Ditching with 0287 & move outfits (Loco 2510) Jan. 20	
Conductor - Turner 14 hrs. 45 min.	121.07
Engineer - Luce 14 hrs. 45mmin.	66.37
February 1953	
PR 713 Section Gang 7 (A.W.Sundsten)	
Watch track M.P. 46.8	
Laborers 135 hrs. @ 1.525 hr.	205.88
" 117 hrs. @ 2.29 hr. O.T.	267.93
Surface & Line track M.P. 46.8	
Foreman 12 hrs. @ 315.66 mo.(19 da.)	24.92
" 10 hrs. @ 2.795 hr. O.T.	27.95
Laborers 39 hrs. @ 1.489 hr.	58.07
" 30 hrs. @ 2.235 hr. O.T.	67.05
March 1953	
PR 713, Section Gang 7 (A.W.Sundsten)	
Watch track M.P. 46.8	
Laborer 132 hrs. @ 1.525 hr.	201.30
" 55 hrs. @ 2.29 hr. O.T.	125.95
April 1953	
PR 713, Section Gang 7 (A.W.Sundsten)	
Watch track M.P. 46.8	
Laborer 154 hrs. @ 1.535 hr.	236.39
" 26 hrs. @ 2.305 hr. O.T.	59.93
Surface & line track M.P. 46.8	
Foreman 2 hrs. @ 317.35 mo.(22 da.)	3.60
Laborers 10 hrs. @ 1.535 hr.	15.35
May 1953	
PR 713, Section Gang 7 (A.W.Sundsten)	
Watch track M.P. 46.8	
Laborers 176 hrs. @ 1.535 hr.	270.16
" 10 hrs. @ 2.305 hr. O.T.	23.05
Surface & line track M.P. 46.8	
Laborers 8 hrs. @ 1.535 hr.	12.28

June 1953
PR 713, Section Gang 7, (M.A.Bates)
Watch track M.P. 46.8

Laborers 164 hrs. @ 1.503 hr.	246.49	
" 16 hrs. @ 2.305 hr. O.T.	36.88	8982.24
Plus 10% Superintendence on 8982.24		898.22
3% Vacation Allowance on 7202.55		216.08
6% RRR & UI Tax on 9198.32		551.90

RENTAL OF EQUIPMENT:
January 1953
Form 1253, Extra Gang 746 - E.Oaks
15 outfit cars 31 days ea.
@ 2.75 da. = 1278.75
Total hrs. worked this job 2573
" " " during mo. 7582

2573/7582 of 1278.75	433.95	
Truck MW-69, 1½ ton Stude 7 days @6.00 da.	42.00	
Form 4967-8		
Loco.Crane 0287 used 1 da. @30.00 da.	30.00	
Locomotive rental 3 days @144.00 da.	432.00	937.95

WORK TRAIN SUPPLIES:

Date	Loco.	Hours	Miles	Supplies	Coal	Cost		
1-53	5414	12	72	21.89	9600	26.26		
1-53	5405	13	78	23.71	10400	28.44		
1-53	2510	14 3/4	89	27.06	11800	32.27		
				72.66	31800	86.97	159.63	

Tariff Freight:

Rock Springs to Wyeth	100.97	
Plus .04 NT Fed. Transp.Tax on 15.9 tons	.64	261.24

TRACKAGE CHARGE:

Date	Loco.	Miles		Cost	
1-53	5414	14	@ 2.25 mi.	31.50	
1-53	5405	68	"	153.00	
1-53	2510	21	"	47.25	231.75

TELEGRAPHER CLERK:

Date	Name	Hours	Rate	Amount		Pers.Exp.		
1-53	Bowen	16	1.825	29.20		4.00		
1-53	"	10½	2.74	28.77	O.T.			
1-53	Downey	8	1.825	14.60		2.00		
1-53	"	6 5/6	2.74	18.72	O.T.			
				91.29		6.00	97.29	

Plus 10% Superintendence on 91.29	9.13	
3% Vacation Allowance on 43.80	1.31	
6% RRR & UI Tax on 92.60	5.56	12192.67

Mile Post 47.7 - 48.0

LABOR:

January 1953

PR 713, Section Gang 7, (A.W.Sundsten)

Watch track M.P. 47.8

Sectionmen 66 hrs. @ 1.765644 hr.		116.53
" Surf.& lin trk. 129 hrs. @ 1.765644		227.77
Form 4967-8, Work Train Service		
Handling riprap at Farley (Loco.5405)		
Conductor - Paist 19 hrs. Jan.15-	55.27	
Engineer - Lindstrom 10 " " "	54.86	
Handling riprap at Farley (Loco.5405)		
Conductor - Paist 14 hrs. 15 min. Jan. 16	87.54	
Engineer - Lindstrom 14 hrs. 15 min. Jan. 16	64.15	
Handling riprap at Farley (Loco.5405)		
Conductor - A.Kloch 14 hrs. 30 min. Jan. 17	144.26	
Engineer - Linstrom 14 hrs. 30 min. Jan. 17	105.61	
Handling riprap at Farley (Loco.5316)		
Conductor - Paist 14 hr. 15 min. Jan. 19	87.54	
Engineer - Johnson 14 hrs. 15 min. Jan. 19	64.15	
Handling riprap at Farley (Loco.5316)		
Conductor - Paist 14 hr. 45 min. Jan. 20	91.58	
Engineer - Johnson 14 hr. 45 min. Jan. 20	67.11	
Handling riprap at Farley (Loco.5316)		
Conductor - Paist 11 hrs. 25 min. Jan. 21	172.46	
Engineer - Johnson 11 hrs. 25 min. Jan. 21	113.34	
Handling riprap at Farley (Loco 5316)		
Conductor - Paist 12 hrs. Jan. 22	83.58	
Engineer - Johnson 12 hrs. Jan.22	77.35	
Handling riprap at Farley (Loco.5316)		
Conductor - Paist 11 hrs. 20 min. Jan. 23	65.34	
Engineer - Johnson 11 hrs. 20 min. Jan.23	47.89	
Handling riprap at Farley (Loco.5316)		
Conductor - Marlin 10 hrs. 44 min. Jan. 24	90.03	
Engineer - Johnson 10 hrs. 44 min. Jan. 24	44.94	
Handling riprap at Farley (Loco.5407)		
Conductor - Paist 14 hrs. 15 min. Jan. 26	87.54	
Engineer - Johnson 14 hrs. 15 min. Jan. 26	64.15	
Handling riprap at Farley (Loco.5407)		
Conductor - Paist 11 hrs. 10 min. Jan. 27	64.13	

Engineer - Johnson 11 hrs. 10 min.	Jan. 27	47.00	
Handling riprap at Farley (Loco.5407)			
Conductor - Paist 12 hrs.	Jan. 28	70.59	
Engineer - Johnson 12 hrs.	" "	51.73	
Handling riprap at Farley (Loco.5316)			
Conductor - Paist 12 hrs. 30 min.	Jan. 29	97.23	
Engineer - Johnson 12 hrs. 30 min.	Jan. 29	71.24	
Handling riprap at Farley (Loco.5316)			
Conductor - Paist 14 hrs. 15 min.	Jan. 30	87.54	
Engineer - Johnson 14 hrs. 15 min.	Jan. 30	64.15	
Handling riprap at Farley (Loco.5316)			
Conductor - Marlin 14 hrs. 25 min.	Jan. 31	143.45	
Engineer - Woods 14 hrs. 25 min.	Jan. 31	93.75	
		2459.50	
Propn. Chargeable to this location 50%			1229.75
Balance of 1229.75 chargeable M.P. 46.5			

February 1953

PR 713, Section Gang 7, (A.W.Sundsten)

Watch track M.P. 47.8		
Laborers	225 hrs. @ 1.525 hr.	343.13
"	195 hrs. @ 2.29 hr. O.T.	446.55
Surface & line track M.P. 47.8		
Foreman	73 hrs. @315.66 mo.(19 da.)	151.60
"	25 2/3 hrs. @2.795 hr. O.T.	71.74
Laborers	220 hrs. @ 1.489 hr.	327.58
"	101 hrs. @ 2.235 hr. O.T.	225.74
PR 713,1, Extra Gang 746, (E.Oaks)		
Raising & lining track M.P. 48		
Foreman	24 hrs. @ 348.16 mo.(19 da.)	54.97
"	6 hrs. @ 3.4357 hrs. O.T.	20.61
Truck Driver	24 hrs. @ 1.705 hr.	40.92
Power tool operator	24 hrs. @ 1.537 hr.	36.89
Laborers	656 hrs. @ 1.489 hr.	976.78
"	48 hrs. @ 2.234 hr. O.T.	107.23
Spotting & lining track,etc.M.P. 48		
Foreman	40 hrs. @ 2.06 hr.	82.40
"	6 hrs. @ 3.09 hr. O.T.	18.54
Truck Driver	40 hrs. @ 1.705 hr.	68.20
Power tool operator	40 hrs. @ 1.537 hr.	61.48
Laborers	772 hrs. @ 1.489 hr.	1149.51
"	96 hrs. @ 2.234 hr. O.T.	214.46

Form 4967-8, Work Train Service

Handling riprap (Loco.5405) Feb. 2	
Conductor - Paist 13 hrs. 30 min.	180.01
Engineer - Johnson 13 hrs. 30 min.	113.80
Handling riprap (Loco.5405) Feb. 3	
Conductor - Paist 11 hrs.	62.92
Engineer - Johnson 11 hrs.	46.12

Handling riprap (Loco.5405) Feb. 4	
Conductor - Paist 15 hrs. 59 min.	100.86
Engineer - Johnson 15 hrs. 59 min.	73.90
Handling riprap (Loco.5406) Feb. 5	
Conductor - Paist 11 hrs. 40 min.	83.10
Engineer - Jacobsen 11 hrs. 40 min.	93.45
Handling riprap (Loco.2510) Feb. 6	
Conductor - Paist 11 hrs. 30 min.	66.96
Engineer - Johnson 11 hrs. 30 min.	48.54
Handling riprap (Loco. 2510) Feb. 7	
Conductor - Klock 12 hrs. 20 min.	101.73
Engineer - Johnson 12 hrs. 20 min.	52.92
Handling riprap (Loco. 2208) Feb. 9	
Conductor - Paist 12 hrs.	70.59
Engineer - Johnson 12 hrs.	51.17
Handling riprap (Loco. 2208) Feb. 10	
Conductor - Paist 11 hrs.	62.92
Engineer - Johnson 11 hrs.	45.61
Handling riprap (Loco.2208) Feb. 11	
Conductor - Paist 12 hrs. 30 min.	74.22
Engineer - Johnson 12 hrs. 30 min.	53.80
Handling riprap (Loco.2208) Feb. 12	
Conductor - Paist 12 hrs. 15 min.	72.61
Engineer - Johnson 12 hrs. 15 min.	52.63
Handling riprap (Loco. 2208) Feb. 13	
Conductor - Paist 14 hrs. 45 min.	91.58
Engineer - Johnson 14 hrs. 45 min.	66.37
Handling riprap (Loco.2208) Feb. 14	
Conductor - Klock 11 hrs. 25 min.	94.87
Engineer - Johnson 11 hrs. 25 min.	47.95
Handling riprap (Loco. 2208) Feb. 16	
Conductor - Paist 15 hrs. 55 min.	100.05
Engineer - Lindstrom 15 hrs. 55 min.	126.85
Handling riprap (Loco.2208) Feb. 20	
Conductor - Paist 11 hrs. 45 min.	68.57
Engineer - Johnson 11 hrs. 45 min.	49.71
Handling riprap (Loco.2208) Feb. 21	
Conductor - Landers 11 hrs.	91.64
Engineer - Johnson 11 hrs.	45.61
Handling riprap (Loco.2208) Feb. 23	
Conductor - Paist 13 hrs. 15 min.	79.87
Engineer - Johnson 13 hrs. 15 min.	57.90
Handling riprap (Loco.2208) Feb. 24	
Conductor - Paist 12 hrs. 15 min.	72.61
Engineer - Johnson 12 hrs. 15 min.	52.63
Handling riprap (Loco. 2208) Feb. 25	
Conductor - Paist 11 hrs.	62.92
Engineer - Johnson 11 hrs.	45.61
Handling riprap (Loco.2208) Feb. 26	
Conductob - Paist 12 hrs.	70.59
Engineer - JOhnson 12 hrs.	51.17
Handling riprap (Loco. 2208) Feb. 27	
Conductor - Paist 11 hrs. 45 min.	94.55
Engineer - JOhnson 11 hrs. 45 min.	49.71
Handling riprap (Loco.2208) Feb. 28	
Conductor - Paist 14 hrs. 30 min.	89.56
Engineer - Johnson 14 hrs. 30 min.	65.79

March 1953				
PR 713, Section Gang 7, (A.W. Sundsten)				
Watching track M.P. 47.8				
Sectionmen	563 hrs.	@1.670615 hr.	940.56	
Surface & line track				
Sectionmen	216 hrs.	@ 1.670615 hr.	360.85	
PR 713-1, Extra Gang 746 (E. Oaks)				
Spot & line track M.P. 48				
Foreman	8 hrs.	@ 2.08 hr.	16.64	
Truck Driver	8 hrs.	@ 1.705 hr.	13.64	
Power tool operator	16 hrs.	@ 1.537 hr.	24.59	
Laborers	256 hrs.	@ 1.489 hr.	381.18	
Camp Tender	16 hrs.	@ 1.489 hr.	23.82	
PR 713-2, Extra Gang 746				
Spot & line track M.P. 48				
Foreman	32 hrs.	@ 2.08 h.r	66.56	
Truck Driver	32 hrs.	@ 1.705 hr.	54.56	
Power too. operator	64 hrs.	@ 1.537 hr.	98.37	
Laborers	1048 hrs.	@ 1.489 hr.	1560.47	
Camp Tender	64 hrs.	@ 1.489 hr.	95.30	
" "	24 hrs.	@ 2.235 hr. O.T.	53.64	
April 1953				
Pr 713, Section Gang 7, (A.W.Sundsten)				
Watching track M.P. 47.8				
Laborers	462 hrs.	@ 1.535 hr.	709.17	
"	78 hrs.	@ 2.305 hr. O.T.	179.79	
Surface & line track M.P. 47.8				
Foreman	38 hrs.	@317.35 mo.(22 da.)	68.52	
Laborers	125 hrs.	@ 1.535 hr.	191.88	
PR 713 - Extra Gang 746, (E. Oaks)				
Spotting track at Farley				
Foreman	8 hrs.	@ 1.987 hr.	15.90	
Timekeeper	8 hrs.	@ 1.665 hr.	13.32	
Truck Driver	8 hrs.	@ 1.715 hr.	13.72	
Power tool operator	8 hrs.	@ 1.631 hr.	13.05	
" " "	8 hrs.	@ 1.547 hr.	12.38	
Laborers	224 hrs.	@ 1.499 hr.	335.78	
May 1953				
PR 713, Section Gang 7, (A.W.Sundsten)				
Watching track M.P. 47.8				
Laborers	558 hrs.	@ 1.59 hr.	887.22	
Surface & line track M.P. 47.8				
Froeman	10 hrs.	@ 317.35 mo.(21 da.)	18.89	
Laborers	46 hrs.	@ 1.499 hr.	68.95	
June 1953				
PR 713, Section Gang 7 (M.D.Bates)				
Watching track M.P. 47.8				
Laboers	492 hrs.	@ 1.535 hr.	755.22	
"	48 hrs.	@ 2.305 hr. O T.	110.64	
Surface & line track M.P. 47.8				
Foreman	8 hrs.	@249.85 mo.(22 da)	11.36	
Laborers	48 hrs.	@ 1.499 hr.	71.95	16224.27

fmk

Plus 10% Superintendence on 16224.27	1622.43
3% Vacation Allowance on 14775.33	443.26
6% RRR & UI Tax on 16667.53	1000.05

MATERIAL USED:

January 1953		
Forms 3176		
48 cars Chatfield riprap @ 41.4304 car	1988.66	
7 cars " " @ 36.6650 car	256.66	
February 1953		
Forms 3176, #433 to 499 - M.P. 47.9		
213 cars Chatfield riprap @ 45.6958 car	9733.21	11978.53

RENTAL OF EQUIPMENT:

January 1953		
Forms 3176		
55 ballast cars 1 day ea. @2.00 da.	110.00	
Form 4967-8		
Locomotive Rental 4 days @ 144.00 da.	576.00	
February 1953		
Forms 3176 #433 to 449		
213 ballast cars 1 day ea. @ 2.00 da.	426.00	
Form 1253 E. Oaks Extra Gang 746		
14 outfit cars 28 day ea. @ 2.75 da. = 1078.00		
Total hrs. worked this job 1620		
" " " during mo. 4624		
1620/4624 of 1078.00	377.67	
Truck MW-69 Stude 1½ ton, 8 days @ 6 da.	48.00	
Form 4967-8		
Locomotive Renta, 21 days @144.00 da.	3024.00	
March 1953		
Form 1253, E. Oaks, Extra Gang 746		
13 outfit cars 31 days ea. @ 2.75 da. = 1108.25		
Total hrs. worked this job 1568		
" " " during mo. 6817		
1568/6817 of 1108.25	254.91	
Truck MW-69 Stude 1½ ton 5 days @6.00 da.	30.00	
April 1953		
Form 1253, E. Oaks, Extra Gang 746		
14 outfit cars 30 days ea. @2.75 da. = 1155.00		
Total Hrs. worked this job 264		
" " " during mo. 6689		
264/6689 of 1155.00	45.59	
Truck MW-69, Stude 1½ ton 1 da. @6.00 da.	6.00	4898.17

WORK TRAIN SUPPLIES:

Date	Loco	Hours	Miles	Supplies	Coal	Cost
1-53	5405	38 3/4	233	70.83	31000	84.79
1-53	5316	115 2/3	694	210.98	92528	253.06
1-53	5407	37 1/3	224	68.10	29864	81.68

fwd

Date	Loco.	Hours	Miles	Supplies	Coal	Cost	
2-53	5405	40 1/2	243	73.87	32400	87.80	
2-53	5406	11 2/3	70	21.28	9328	25.03	
2-53	2510	23 5/6	143	43.47	19064	51.66	
2-53	2208	187 5/12	1126	342.30	150100	406.77	
				830.83	364284	990.79	1821.62

Tariff Freight:

Rock Springs to Wyeth	1156.59	
Plus .04 NT Fed. Transp.Tax on 182.142 tons	7.29	2985.50

TRACKAGE CHARGE:

Date	Loco.	Miles		Cost	
1-53	5405	69	@2.25 mi.	155.25	
1-53	5316	571	"	1284.75	
1-53	5407	147	"	330.75	
2-53	5405	214	"	481.50	
2-53	5406	55	"	123.75	
2-53	2510	104	"	234.00	
2-53	2208	757	"	1703.25	4313.25

TELEGRAPHER CLERK:

Date	Name	Hours	Rate	Amount		Pers.Exp.	
1-53	Bowen	96	1.825	175.20		30.00	
1-53	"	63 5/12	2.74	173.76	O.T.		
2-53	"	128	1.825	233.60		42.00	
2-53	"	121 3/4	2.74	333.60	O.T.		
				916.16		72.00	988.16

Plus 10% Superintendence on 916.16	91.62	
3% Vacation Allowance on 408.80	12.26	
6% RRR & UI Tax on 928.42	55.71	44613.21

Mile Post 48.5-49

LABOR:
January 1953
PR 713-1 Loco. Crane 0287
Clean ditch & replace ballast M.P. 48.8

Crane operator	4 hrs.	@ 1.981	hr.	7.92	
"	3/4 "	@ 2.97	hr. O.T.	2.23	
Helper	4 "	@ 1.645	hr.	6.58	
"	3/4 "	@ 2.47	hr. O.T.	1.85	

Form 4967-8 Work Train Service 1-21-53 Loco.2510
Spread gravel, switch outfits, etc.

Conductor - Turner 12 hrs.	93.32	
Engineer - Luce 12 hrs.	64.86	176.76

Plus 10% Superintendence on 176.76	17.68
3% Vacation Allowance on 172.68	5.18
6% RRR & UI Tax on 181.94	10.92

RENTAL OF EQUIPMENT

January 1953

Form 4967-8		
Locomotive Rental 1 day @ 85.00 da.		85.00

WORK TRAIN SUPPLIES:

Date	Loco.	Hours	Miles	Supplies	Coal	Cost		
1-53	2510	12	72	21.89	9600	26.26	48.15	
Tariff Freight								
Rock Springs to Wyeth							30.48	
Plus .04 NT Fed.Transp.Tax on 4.8 tons							.19	78.82

TRACKAGE CHARGE:

Date	Loco.	Miles		Cost	
1-53	2510	15	@2.25 mi.	33.75	33.75

TELEGRAPHER CLERK:

Date	Name	Hours	Rate	Amount	Pers.Exp.		
1-53	Downey	8	1.825	14.60	2.00		
1-53	"	4	2.74	10.96 O.T.			
				25.56	2.00	27.56	
Plus 10% Superintendence on 25.56						2.56	
3% Vacation Allowance on 14.60						.44	
6% RRR & UI Tax on 26.00						1.56	440.23

Mile Post 46.5

LABOR:

January 1953

PR 713-2 Loco.Crane 0287					
Clean ditches, Farley					
Crane Operator	24 hrs. @1.981 hr.		47.54		
"	2½ hrs. @2.97 hr.	O.T.	7.43		
Helper	24 hrs. @1.645 hr.		39.48		
"	2½ hrs. @2.47	O.T.	6.18		
F 4967-8, Work Train Service					
Handling riprap at Farley					
50% of Wk.Tr.Service listed under M.P. 47.7 to 48.0			1229.75	1330.38	
Plus 10% Superintendence on 1330.38				133.04	
3% Vacation Allowance on 1316.77				39.50	
6% RRR & UI Tax on 1369.88				82.19	

MATERIAL USED:

January 1953

Form 3176	
132 cars Chatfield riprap @42.391 car	5595.61

RENTAL OF EQUIPMENT:

January 1953

Form 3176	
132 ballast cars 1 day ea. @ 2.00 da.	264.00

Form 4967-8			
Locomotive Crane 0287 3 days @30.00 da.	90.00		
Locomotive rental 11 days @ 144.00 da.	1584.00	1938.00	9118.72

Telegraph Department Charges

LABOR:			
October 1951			
PR Telegraph Dept. Gang 015			
Slide into telegraph line			
Foreman 7 days @432.01 mo. (31 da.)	97.55		
Lead Lineman 40 hrs. @ 1.951 hr.	78.04		
" " 3 hrs. @ 2.792 hr. O.T.	8.38		
Lineman 111 hrs. @ 1.861 hr. 0	206.57		
Groundman 402 hrs. @ 1.621 hr.	651.64	1042.18	
Plus 10% Superintendence on 1042.18		104.22	
3% Vacation Allowance on 1033.80		31.01	
6% RRR & UI Tax on 1073.19		64.39	
MATERIAL USED:			
October 1951			
F 502-1 #1746 R-1742			
186 ea. 3/8 x 4 galv. carriage bolts @ .03 ea. @ .03 ea.	5.58		
31 ea. 5/8 x 14 cross arm bolts @ .30 ea.	9.30		
62 ea. 5/8 x 16 " " " @ .37 ea.	22.94		
25 ea. 5/8 x 18 " " " @ .43 ea.	10.75		
4 ea. Class 3 poles 40 ft. @21.85 ea.	87.40 D		
200 ea. Steel Xarm pins @ .32 ea.	64.00		
162 ea. 28" Crossarm braces @ .40 ea.	64.80		
200 ea. #42 glass insulators @ .17 ea.	34.00	298.77	
Plus 10% Handling on 298.77		29.88	1570.45
TOTAL			109811.25

fmb

Explanatory Notes

(1) Labor charges represent actual cost to Union Pacific of labor employed at damage sites in removing debris, stabilizing roadbed and correcting distortion of track grade and alignment, and repairing and restoring facilities, and watchmen and flagmen stationed there for protection of railroad traffic and facilities, and labor employed in operating work trains necessitated by the damage. The rates of pay are those established by prevailing agreements between Union Pacific and labor organizations.

(2) Charges for material and supplies are for those actually used in the work described in Note 1 above and in operating work trains engaged in said work.

(3) Charges for equipment rental are for use of railroad equipment in said work, are reasonable and are not in excess of customary charges made to other parties for similar use of railroad equipment.

(4) Charges for use of Union Pacific track are computed at the rate of $2.25 per mile traveled by work trains and equipment to and from the damage sites. This is the same rate as that usually charged by one railroad to another for detouring over its tracks, and is considered reasonable.

(5) Charges for railroad retirement and unemployment taxes represent percentages based on payroll of laborers engaged in work. These taxes are imposed and percentages fixed by law.

(6) Charges for vacation allowances are percentages based on wages of laborers engaged in the work. Under prevailing agreements between Union Pacific and labor organizations, these employes are entitled to annual vacations with pay. Based on experience, the cost to the company of these vacations is estimated to be the percentage mentioned in the foregoing statement.

(7) Charges for supervision, use of tools, accounting, and handling are arbitrary percentages and represent overhead costs not capable of exact ascertainment. They are based on experience and considered reasonable.

(8) Where less than an entire unit of time or expense is properly chargeable to the work of removing slides and restoring railroad facilities, only the proportion fairly chargeable thereto on basis of actual time worked, is included in the foregoing bill. Where such apportionments are made, the amount charged to the State is appropriately designated.

(9) Railroad freight charges are based on published tariff rates and represent charges for hauling materials and equipment from supply points to site of damage.

(10) The foregoing statements are prepared in the chronological order in which the expenses were taken into accounts of Union Pacific. For convenient reference restatement and summary attached hereto reclassifies the items contained in said statements.

Restatement and Summary

Based on the foregoing itemized statement, the following is a summary of the expense incurred by Union Pacific because of damage to tracks and facilities between Cascade Locks and Wyeth, Oregon, during the period from April, 1951, to June, 1953, both inclusive:

(1)	Paid contractor (Morrison-Knudsen) for clearing slides, and loading and placing riprap	$ 8,309.75
(2)	Labor Union Pacific employes (maintenance of way employes, train employes on work trains etc., Telegraph Department employes, watchmen, etc.	42,590.35
(3)	Materials and supplies used	29,009.73
(4)	Equipment and track rental	19,919.84
(5)	Railroad transportation of material, supplies etc. (including Federal Transportation Tax)	1,959.49
(6)	Railroad retirement and unemployment taxes, vacation allowances and overhead charges on labor and material	8,022.09
	Total	$109,811.25

[illegible] to [illegible]

A63
A65

THIS AGREEMENT made and entered into this 14th day of March 1951, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, acting by and through its State Highway Commission (hereinafter called "State"), party of the second part, and the COUNTY OF HOOD RIVER, a county of the State of Oregon (hereinafter called "County"), party of the third part,

WITNESSETH:

RECITALS:

The State is relocating the Cascade Locks-Wyeth Section of Columbia River Highway (U.S. Route 30) in Hood River County, Oregon. Said highway as so relocated (hereinafter called "highway") will closely parallel the main line track and right of way of the Railroads between said points, and at some places said highway or slopes thereof will encroach longitudinally upon said right of way. The State has requested easements from the Railroads for encroachments on the Railroads' property, and this agreement is made pursuant to § 100-3504 OCLA, for the purpose of granting said easements and for the purpose of providing for the protection of the Railroads and the Public. The County joins in this agreement solely for the purposes stated in Section 11 hereof.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. EASEMENT GRANTED. (a) So far as they lawfully may do so, the Railroads hereby grant to the State, subject to each and all of the terms, provisions, conditions, covenants, reservations and exceptions contained in this agreement:

> First. A license, permit and easement to construct and thereafter maintain, repair, renew and use the highway as a state public highway upon those portions of the Railroads' property in the County of Hood River, State of Oregon, described as follows:
>
> > No. 1. A piece or parcel of land being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company leased to the Union Pacific Railroad Company, situated in the East Half (E½) of Section 5, Township 2 North, Range 8 East of the Willamette Meridian, in Hood River County, Oregon, that lies southeasterly of the following described line, to wit:

Beginning at a point in the southeasterly right of way line of said Railroad Company that is 50 feet distant southeasterly, measured radially, from the center line of the main track of said Railroad Company, as now constructed and operated, at Railroad Survey Station 316 plus 30 which is a point thereon that is 2278.8 feet distant southwesterly from the east line of said Section 5, measured along said center line of main track;

thence northeasterly along a straight line to a point that is 30 feet distant southeasterly, measured radially, from said center line of main track at Railroad Survey Station 317 plus 55;

thence northeasterly along a line that is parallel with and 30 feet distant southeasterly, measured radially and/or at right angles, from said center line of main track to a point in said southeasterly right of way line that is also in a straight line drawn at right angles to said center line of main track at Railroad Survey Station 330 plus 95.

No. 2

A piece or parcel of land being all that part of the right of way of said Railroad Company situated in the Southeast Quarter of the Northeast Quarter (SE¼ of NE¼) of Section 5 and in the Northwest Quarter (NW¼) of Section 4, Township 2 North, Range 8 East of the Willamette Meridian, in Hood River County, Oregon, that lies southeasterly of the following described line, to wit:

Beginning at a point in the southeasterly right of way line of said Railroad Company that is 35 feet distant southeasterly, measured radially, from said center line of main track at Railroad Survey Station 333 plus 43 which is a point thereon that is 565.8 feet distant southwesterly from the east line of said Section 5, measured along said center line of main track;

thence northeasterly along a line that is parallel with and 35 feet distant southeasterly, measured radially and/or at right angles, from said center line of main track to a point in a straight line drawn radially to said center line of main track at Railroad Survey Station 346 plus 50;

thence northeasterly along a straight line to a point that is 50 feet distant southeasterly, measured radially, from said center line of main track at Railroad Survey Station 350 plus 30;

thence southeasterly along a straight line drawn radially to said center line of main track to a point in said southeasterly right of way line.

No. 3

A piece or parcel of land being all that part of the right of way of said Railroad Company situated in Gov't. Lot 1 of Section 33 and Gov't. Lot 4 of Section 34, Township 3 North, Range 8 East of the Willamette Meridian in Hood River County, Oregon, that lies southerly of the following described line, to wit:

Beginning at a point in the southerly right of way line of said Railroad Company that is 92 feet distant southerly, measured at right angles, from said center line of main track at Railroad Survey Station 401 plus 13.4 which is a point thereon that is 1235.8 feet distant westerly from the east line of said Section 33, measured along said center line of main track;

thence northeasterly along a straight line to a point that is 50 feet distant southerly, measured radially, from said center line of main track, at Railroad Survey Station 403 plus 15;

thence easterly along a line that is parallel with and 50 feet distant southerly, measured radially and/or at right angles, from said center line of main track, to a point in a straight line drawn radially to said center line of main track at Railroad Survey Station 412 plus 13;

thence southeasterly along a straight line to a point in the east line of said Section 33 that is 93 feet distant southerly, measured radially, from said center line of main track;

thence easterly along a straight line to a point that is 30 feet distant southerly, measured at right angles, from said center line of main track, at Railroad Survey Station 420 plus 00;

thence southeasterly along a line that is parallel with and 30 feet distant southerly, measured at right angles and/or radially, from said center line of main track, to a point in the east line of said Gov't. Lot 4;

Also, a piece or parcel of land being all that part of the right of way of said Railroad Company situated in Gov't. Lot 3 of said Section 34 that lies northerly of a straight line drawn from a point in the west line of said Gov't Lot 3 that is 280 feet distant south from said center line of main track, measured along said west line, to a point in the east line of said lot that is 380 feet distant south from said center line of main track, measured along said east line, and that lies southerly of the following described line, to wit:

Beginning at a point in the west line of said Gov't. Lot 3 that is 30 feet distant southerly, measured radially, from said center line of main track;

thence easterly along a line that is parallel with and 30 feet distant southerly, measured radially, from said center line of main track, to a point in a straight line drawn radially to said center line of main track at Railroad Survey Station 427 plus 30;

thence easterly along a straight line to a point that is 114 feet distant southerly, measured at right angles, from said center line of main track, at Railroad Survey Station 432 plus 79;

thence easterly along a straight line to a point that is 123 feet distant southerly, measured radially, from said center line of main track at Railroad Survey Station 438 plus 10;

thence easterly along a straight line to a point in the east line of said Gov't. Lot 3 that is 113 feet distant south from said center line of main track, measured along said east line.

No. 4

A piece or parcel of land being all that part of the right of way of said Railroad Company situated in Gov't. Lot 4 of Section 35, Township 3 North, Range 8 East of the Willamette Meridian in Hood River County, Oregon, that lies southerly of the following described line, to wit:

Beginning at a point in the southwesterly right of way line of said Railroad Company that is 229.81 feet distant southwesterly, measured radially, from said center line of main track at Railroad Survey Station 470 plus 46.34 which is a point thereon that is 5556.93 feet distant northwesterly from the east line of said Section 35, measured along said center line of main track;

thence southeasterly along a straight line to a point in the south line of said Gov't. Lot 4 that is 100 feet distant southeasterly, measured radially, from said center line of main track.

No. 5

A piece or parcel of land being all that part of the right of way of said Railroad Company situated in the Southwest quarter (SW¼) of Section 36, Township 3 North, Range 8 East of the Willamette Meridian in Hood River County, Oregon, lying southerly of a straight line that is 50 feet distant northerly, measured at right angles, from the hereinafter described center line of relocated Columbia River Highway and that lies westerly of a straight line drawn at right angles to said center line of relocated Columbia River Highway at Highway Survey Station 492 plus 50.

Said center line of relocated Columbia River Highway hereinabove referred to being described as follows:

Commencing at the northwest corner of Section 1, Township 2 North, Range 8 East of the Willamette Meridian;

thence south along the west line of said Section 1, a distance of 165.17 feet to a point thereon;

thence easterly along a line which forms an angle of 84° 31' from north to east with said west line of Section 1, a distance of 136.22 feet to a point designated as Highway Survey Station 472 plus 43.72 P.T. which is the true point of beginning of this description;

thence continuing easterly along the last described line produced, a distance of 2006.28 feet to said Highway Survey Station 492 plus 50.

The above-described property is shown and represented by yellow color on Drawing No. 80351 dated November 24, 1950 (revised February 14, 1951), hereto attached, marked "Exhibit A" and by this reference made a part hereof.

Second. A license, permit and easement to construct and thereafter maintain, repair, renew and use slopes of said highway upon those portions of the Railroads' property in the County of Hood River, State of Oregon, described as follows:

No. 1-A

A piece or parcel of land being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company, leased to the Union Pacific Railroad Company, situated in the Southeast Quarter (SE¼) of Section 5, Township 2 North, Range 8 East of the Willamette Meridian in Hood River County, Oregon, described as follows:

Beginning at a point in the southeasterly right of way line of said Railroad Company that is 50 feet distant southeasterly, measured radially, from the center line of the main track of said Railroad Company as now constructed and operated, at Railroad Survey Station 316 plus 30 which is a point thereon that is 2278.8 feet distant southwesterly from the east line of said Section 5, measured along said center line of main track;

thence northeasterly along a straight line to a point that is 30 feet distant southeasterly, measured radially, from said center line of main track at Railroad Survey Station 317 plus 55;

thence northeasterly along a line that is parallel with and 30 feet distant southeasterly, measured radially, from said center line of main track to a point in a straight line drawn radially to said center line of main track at Railroad Survey Station 323 plus 30;

thence northwesterly along said line drawn radially to said center line of main track a distance of 10 feet;

thence southwesterly along a line that is parallel with and 20 feet distant southeasterly, measured radially, from said center line of main track to a point in a straight line drawn radially to said center line of main track at Railroad Survey Station 317 plus 55;

thence southwesterly along a straight line to a point in said southeasterly right of way line that is 50 feet distant southeasterly, measured radially, from said center line of main track at Railroad Survey Station 315 plus 95;

thence northeasterly along said southeasterly right of way line, parallel to said center line of main track, to the point of beginning.

No. 2-A

A triangular parcel of land being all that part of the right of way of said Railroad Company situated in Gov't. Lot 1 of Section 33, Township 3 North, Range 8 East of the Willamette Meridian in Hood River County, Oregon, described as follows:

Beginning at a point that is 50 feet distant southerly, measured radially, from said center line of main track at Railroad Survey Station 403 plus 15 which is a point thereon that is 1034.2 feet distant westerly from the east line of said Section 33, measured along said center line of main track;

thence easterly along a line that is parallel with and 50 feet distant southerly, measured radially, from said center line of main track, to a point in a straight line drawn radially to said center line of main track at Railroad Survey Station 404 plus 57;

thence northwesterly along a straight line to a point that is 27 feet distant southerly, measured radially, from said center line of main track at Railroad Survey Station 404 plus 17;

thence southwesterly along a straight line to the point of beginning.

No. 3-A

A strip of land 20 feet wide being all that part of the right of way of said Railroad Company situated in Gov't. Lot 2 of Section 34, Township 3 North, Range 8 East of the Willamette Meridian, in Hood River County, Oregon, that lies between lines that are parallel with and distant southerly 50 feet and 70 feet, respectively, measured at right angles, from said center line of main track, and extending easterly, from a straight line drawn at right angles to said center line of main track at Railroad Survey Station

448 plus 52.4 which is a point thereon that is 800 feet distant easterly from the west line of said Gov't. Lot 2, measured along said center line of main track, a distance of 350 feet to a straight line drawn at right angles to said center line of main track at Railroad Survey Station 452 plus 02.4;

Also, a strip of land 20 feet wide being all that part of the right of way of said Railroad Company situated in Gov't. Lot 2 of said Section 34 that lies between lines that are parallel with and distant southerly 30 feet and 50 feet, respectively, measured at right angles, from said center line of main track, and extending easterly from a straight line drawn at right angles to said center line of main track at Railroad Survey Station 448 plus 83 to a straight line drawn at right angles to said center line of main track at Railroad Survey Station 450 plus 90.

No. 4-A

A piece or parcel of land being all that part of the right of way of said Railroad Company situated in the Southwest Quarter of the Southwest Quarter (SW¼ of SW¼) and Gov't. Lot 3 of Section 35, Township 3 North, Range 8 East of the Willamette Meridian in Hood River County, Oregon, that lies southerly of the following described line, to wit:

Beginning at a point on the north line of said Southwest Quarter of Southwest Quarter (SW¼ of SW¼) that is 88 feet distant southwesterly, measured radially, from said center line of main track at Railroad Survey Station 480 plus 00 which is a point thereon that is 4603.27 feet distant northwesterly from the east line of said Section 35, measured along said center line of main track;

thence east along the north line of said subdivision to a point thereon that is 33 feet distant southwesterly, measured radially, from said center line of main track at Railroad Survey Station 480 plus 80;

thence southeasterly along a straight line to a point in the southerly right of way line of said Railroad Company that is 56 feet distant southwesterly, measured radially, from said center line of main track, at Railroad Survey Station 484 plus 02.

No. 5-A

A piece or parcel of land being all that part of the right of way of said Railroad Company situated in Gov't. Lot 3 of Section 35, Township 3 North, Range

8 East of the Willamette Meridian in Hood River County, Oregon, that lies southerly of the following described line, to wit:

Beginning at a point in the southerly right of way line of said Railroad Company that is 50 feet distant southwesterly, measured at right angles, from said center line of main track at Railroad Survey Station 488 plus 43 which is a point thereon that is 3784.5 feet distant northwesterly from the east line of said Section 35, measured along said center line of main track;

thence northeasterly along a straight line drawn at right angles to said center line of main track a distance of 30 feet;

thence southeasterly along a straight line that is parallel with and 20 feet distant southwesterly, measured at right angles, from said center line of main track, a distance of 441 feet;

thence southwesterly at right angles a distance of 10 feet;

thence southeasterly along a straight line to a point in said southerly right of way line that is 50 feet distant southwesterly, measured radially, from said center line of main track at Railroad Survey Station 495 plus 81.

No. 6-A

A strip of land 30 feet wide being all that part of the right of way of said Railroad Company situated in Gov't. Lot 2 of Section 35, Township 3 North, Range 8 East of the Willamette Meridian in Hood River County, Oregon, that lies between lines that are parallel with and distant southerly 20 feet and 50 feet, respectively, measured radially, from said center line of main track, and extending easterly from a straight line drawn radially to said center line of main track at Railroad Survey Station 499 plus 14 which is a point thereon that is 2713.5 feet distant northwesterly from the east line of said Section 35, measured along said center line of main track, to a straight line drawn radially to said center line of main track at Railroad Survey Station 502 plus 75.3.

No. 7-A

A piece or parcel of land being all that part of the right of way of said Railroad Company situated in Gov't. Lot 1 of Section 35, Township 3 North, Range

8 East of the Willamette Meridian in Hood River County, Oregon, that lies southwesterly of the following described line, to wit:

Beginning at a point in the southwesterly right of way line of said Railroad Company that is 50 feet distant southwesterly, measured at right angles, from said center line of main track at Railroad Survey Station 512 plus 55 which is a point thereon that is 1432.5 feet distant westerly from the east line of said Section 35, measured along said center line of main track;

thence southeasterly along a straight line to a point that is 30 feet distant southwesterly, measured radially, from said center line of main track at Railroad Survey Station 513 plus 42;

thence southeasterly along a line that is parallel with and 30 feet distant southwesterly, measured radially, from said center line of main track to a point in a straight line drawn radially to said center line of main track at Railroad Survey Station 514 plus 85;

thence northeasterly along a straight line drawn radially to said center line of main track a distance of 6 feet;

thence southeasterly along a line that is parallel with and 24 feet distant southwesterly, measured radially, from said center line of main track to a point in a straight line drawn radially to said center line of main track at Railroad Survey Station 517 plus 21.5;

thence southwesterly along said straight line drawn radially to said center line of main track a distance of 26 feet to a point in said southwesterly right of way line.

The above-described property is shown and represented by green color on said map Exhibit A.

(b) In consideration for the rights hereby granted, the State shall and will pay Union Pacific Railroad Company the sum of One Thousand Seven Hundred Dollars ($1,700.00) upon the execution and delivery of this agreement.

(c) The above-described premises shall be used by the State solely for the purposes aforesaid and not otherwise, and if at any time the property of the Railroads hereinbefore in this section described, or any part thereof, shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the license, permit and easement hereby granted as to such property or parts thereof shall cease and terminate.

(d) The State shall not use or permit the use of the property of the Railroads hereinbefore in this section described or any part thereof, except for the usual and ordinary purposes of a public highway. Said purposes shall not be deemed or construed to include use of said property by the State or others for railroad, street or interurban railway or other rail transportation purposes, or for the construction or maintenance of gas, oil or gasoline pipe lines; provided that nothing herein shall prevent the Railroads from using or permitting others to use said property for any or all of said purposes. The Railroads do not hereby consent to the construction, maintenance or operation of any electric power transmission line on railroad property.

(e) The Railroads by this instrument neither grant nor intend to grant any greater estate or right than that hereinbefore expressly described, to-wit, an easement for the purposes aforesaid. The easement hereby granted includes only the property hereinbefore in this section described and no other property of the Railroads whatsoever, and the State shall not encroach upon, occupy or use any other property of the Railroads than that hereinbefore described.

(f) The rights hereby granted shall be and are subject to all outstanding superior rights, whether public or private, and any extensions and renewals thereof.

(g) The Railroads hereby reserve the right to use the property hereinbefore described for any and all purposes not inconsistent with the license, permit and easement hereby granted, including, but not limited to, the right to construct, maintain, operate, repair, renew and use railroad tracks, roadbeds, embankments, fills, excavations, bridges, tunnels, buildings, structures, telephone, telegraph and signal wires, and supporting poles and other railroad facilities, whether of a similar or dissimilar nature, within, upon, along and across any or all of the areas described in paragraph (a) Second of this section and represented by green color on map Exhibit A, being the areas upon which the Railroads grant the State easements for highway slopes as aforesaid; and the right to construct, maintain, operate, repair, renew and use communication, signal and other wires of the Railroads above or below the surface of the highway, within the property described in paragraph (a) First of this section; provided, that if said wires shall be located above the surface of the highway, they shall be constructed and maintained with sufficient clearance to avoid interference with normal highway traffic.

In addition to, but not in limitation of, the reservations contained in this paragraph (g), the Railroads hereby reserve the perpetual right to maintain, repair, renew, reconstruct, operate, and use, change, alter and improve their water supply pipe line now extending from Gorton Creek to Wyeth, which pipe line extends across the railroad property above described as No. 5. The Railroads shall not be obligated to relocate, change or alter said pipe line, but the Railroads at the expense of the State shall have the right to relocate, change or alter said pipe line if in the judgment of the Railroads such relocation, change or alteration, whether permanent or temporary, is necessary or expedient because of occupancy of said area No. 5 by the State for purposes of this agreement or because of work performed by the State or its contractors in the construction and maintenance of said highway. The State will promptly reimburse the Railroads for the expense thereof. The State hereby agrees to and does assume the risk of damage to highway installations resulting from maintenance, repair, renewal, operation, use, alteration, change or relocation of said pipe line by the Railroads, and the State agrees to indemnify and hold harmless the Railroads from any loss, damage or expense on account thereof.

(h) The State, without expense whatsoever to the Railroads, shall acquire all such property outside of the Railroads' right of way, as may be necessary for the construction and maintenance of the highway and its appurtenances.

(i) The State shall and will assume, bear and pay all taxes and assessments of whatsoever kind or nature, whether general, local or special, hereafter during the term of this agreement levied or assessed upon or against the property described in Section 1 of this agreement, excepting taxes levied upon and against said property as a component part of the Railroads' operating property in the State of Oregon as a whole.

Section 2. CONSTRUCTION OF HIGHWAY. (a) The State at its own expense shall and will construct the highway and appurtenances thereof and furnish all labor, material and equipment necessary therefor, and shall complete construction thereof with reasonable diligence and in any event within two (2) years from the date of this agreement.

(b) The highway construction work to be performed by and at the expense of the State shall include besides the highway and slopes thereof, but not by way of limitation: necessary and proper fences and barriers between the highway and the tracks of the railroad; necessary and proper facilities for drainage of the highway and disposal of such drainage so that water will not accumulate between the highway and the railroad roadbed or elsewhere where such water might cause damage to the railroad. All construction work to be performed by the State as provided in this section (whether within or outside of railroad property) shall be completed in a safe, stable and permanent condition so as not to jeopardize or interfere with present or future railroad operations.

(c) No public highway crossings at grade shall be established upon or across the tracks or right of way of the Railroads.

(d) There shall not be constructed or maintained on the property of the Railroads described in Section 1, northerly of the highway, any vehicular parking area or any scenic viewpoint area or other area for public gathering or assembly, and no gathering or assembly of persons or parking of vehicles shall at any time be permitted on said property or any part thereof northerly of said highway. Any highway cuts on said property of the Railroads at or near the grade of the Railroads' track shall not be daylighted.

Section 3. MAINTENANCE OF HIGHWAY. The State at its own expense shall and will at all times keep and maintain the highway and all appurtenances thereof (whether within or outside of railroad property), including, but not limited to, those mentioned in Section 2(b) of this agreement, in good condition and repair so as not to jeopardize or interfere with present or future railroad operations.

Section 4. WORK TO BE DONE BY RAILROADS AND OTHERS.

(a) The Railroads and any other party lawfully occupying railroad property or maintaining facilities thereon, or any one or more of them in behalf of itself and others, may make any and all changes, alterations or relocations, either temporary or permanent, which in their judgment may be or become necessary because of construction and maintenance by the State of its highway and appurtenances, and the State will reimburse the Railroads or such other parties as the case may be, for the expense of so doing. Such reimbursement shall include, but not be limited to, all items of expense reimbursable under United States Public Roads Administration General Administrative Memoranda Nos. 299 and 300 or either of them, and amendments and supplements thereto, and bills for such reimbursement shall be paid in the manner and at the times provided therein.

(b) Work to be done by either or both the Railroads and any other party lawfully occupying railroad property or maintaining facilities thereon, during the highway construction period, shall include, but not be limited to, the following:

(1) Furnish labor and material for, and make such changes, either temporary or permanent, in existing communication lines, signal lines, right-of-way fences, signs, signals and other railroad facilities as may, in the judgment of the Railroads, be necessary because of highway construction.

(2) Furnish such engineering, inspection, watchman and flagman service as may, in the judgment of the Railroads, be necessary for protection of their property and operations during construction of the project.

(c) In the event any inspector or inspectors are assigned to the project by the Railroads, all suggestions and recommendations made by such inspector or inspectors for the safety and protection of railroad property and operations shall be given due consideration by the State; but the presence of such inspector or inspectors shall not relieve the State from responsibility for the safe conduct of said work and adequate policing and supervision thereof.

Section 5. SAFETY MEASURES. All work of the State in constructing and maintaining the highway (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of operations of the Railroads or any other party or parties lawfully occupying railroad property, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations and communications are of the utmost importance, and in order that same may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided, it is agreed with respect to all work in constructing and maintaining the highway and its appurtenances (whether within or outside of railroad property) that:

(a) Neither the State nor its contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay the maintenance or operation of the Railroads' tracks or facilities or any communication lines or appurtenances or any thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it or its contractors and subcontractors; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay the operation of the Railroads or other parties lawfully occupying railroad property, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such other parties may be responsible, or to property of the Railroads or such other parties.

(c) If at any time the Railroads and the Chief Engineer of the Oregon State Highway Commission, or the Railroads' representative and said Chief Engineer's representative, shall be of the opinion that any work contemplated by this agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) The State shall not suffer or permit debris incidental to the construction or maintenance of the highway to foul the drainage ditches, ballast or roadbed of the Railroads, and if such debris is cast thereon, the State shall immediately remove same at its own expense.

(e) The State, its contractors or subcontractors, shall
not place or discharge explosives upon railroad property or in
such close proximity thereto as to cause injury or damage to
facilities or operations thereon. If the State or its contractors
or subcontractors use any explosives in the vicinity of railroad
property or operations, the said explosives shall be discharged
only after the giving of adequate notice to the Railroads and at
such times as will not endanger railroad property and operations.
Without limiting the foregoing, it is agreed that the State, its
contractors or subcontractors, shall not discharge any explosives
in the vicinity of the railroad tracks at any time when in the
judgment of the Railroads such discharge would be dangerous or
would interfere with railroad operations; and with respect to any

blasting in the vicinity of the railroad tracks the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad and communication facilities against danger of damage, destruction or interference.

(f) The State shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon, nor cause or permit the view along the tracks of the Railroads to be obstructed.

(g) If the State, its contractors or subcontractors, shall find it necessary to excavate from existing slopes adjacent to the tracks of the Railroads or to create new slopes for the accommodation of the highway and its appurtenances, the State, its contractors or subcontractors, shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroads.

(h) The State, its contractors or subcontractors, shall not cast any earth, rock, debris or other material or thing from said highway upon the property of the Railroads. The right of the Railroads to protect their tracks, property and facilities against slides of earth, rock or other material from the highway or resulting from the presence of the highway in the location aforesaid, and to remove such earth, rock or other material at the expense of the State, is hereby recognized. In such event the State, at its own expense, will take all action necessary to protect and preserve its highway from further slides and shall not hold the Railroads responsible therefor. The handling and disposal of snow and ice shall be subject to and controlled by the agreement between the Railroads and the State dated March 26, 1937, and any amendments thereof and supplements thereto.

(i) The State, at its own expense, shall provide suitable facilities for draining the highway, and shall not suffer or permit drainage water from the same to flow or collect upon property of the Railroads. The State, at its own expense, shall and will provide adequate passageway for the waters of any stream upon or across the property of the Railroads, so that said waters may not be impeded or obstructed or caused to back up and overflow the property of the Railroads or any part thereof.

(j) Before commencing work of construction or maintenance on the highway or appurtenances thereof, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during the progress of the work.

Section 6. INDEMNITY.

(a) So far as it lawfully may do so, the State shall protect, indemnify and save and hold harmless the Railroads and any other corporation, person or firm lawfully occupying their property, and each of them, from and against any and all loss, cost, damage, expense and liability by reason of injury to or death of persons whomsoever (including officers, agents, servants, employees and passengers of the Railroads and of such other occupants or any of them) or damage to or destruction of property whatsoever (including property of or in the custody of the Railroads and such other occupants or any of them), directly or indirectly caused by or in any manner resulting from any act or omission of the State or of its contractors, subcontractors, agents, servants or employees in the construction or maintenance of the highway or its appurtenances.

(b) If the State or its contractors, subcontractors, agents, servants or employees, shall in the performance of any work of construction, maintenance or other work upon or about or in connection with the highway or appurtenances thereof, injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying property of the Railroads, the State shall restore or replace such damage at its own cost and expense.

Section 7. INSURANCE.

(a) In the event the State performs all or any part of the work to be performed by it under this agreement through a contractor or contractors, the State shall require such contractor or contractors, before beginning work, to furnish for and in behalf of the Railroads and any other corporation, person or firm lawfully occupying their property, suitable and satisfactory Public Liability and Property Damage Insurance; said Public Liability Insurance providing for a limit of not less than One Hundred Thousand Dollars ($100,000) for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of Two Hundred Thousand Dollars ($200,000) for all damages arising out of bodily injuries to or death of more than one person in any one accident, and said Property Damage Insurance shall provide for a limit of not less than One Hundred Thousand Dollars ($100,000) for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit, a total (or aggregate) limit of Two Hundred Thousand Dollars ($200,000) for all damages arising out of injury to or destruction of property during the period of work. The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads and of any other corporation, person or firm lawfully using their property. The term "property" as herein used shall include as well as other property, property of and property in the custody of the Railroads and of any other corporation, person or firm lawfully using their property.

(b) Each such insurance policy shall be issued by a reliable insurance company authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. Said policy or policies shall be delivered to and remain in the possession of the Railroads.

(c) With respect to the work to be performed by the Railroads as herein elsewhere provided, the Railroads shall have the right to obtain, at the expense of the State, insurance protection similar to that provided for in Federal Works Program General Memorandum No. 32 dated January 27, 1937.

Section 8. SCOPE. This agreement is intended to and does cover construction and maintenance of the highway and all appurtenances thereof between Highway Engineer's Station 263 plus 00 in the Northwest Quarter of the Southeast Quarter (NW¼ of SE¼) of Section Five (5), Township Two (2) North, Range Eight (8) East, Willamette Meridian, and Highway Engineer's Station 492 plus 50 in the Southeast Quarter of the Southwest Quarter (SE¼ of SW¼) of Section Thirty-six (36), Township Three (3) North, Range Eight (8) East, Willamette Meridian, in Hood River County, Oregon, including all work and operations whether within or outside of railroad property. Wherever used in this agreement with reference to highway work, the term "maintenance" shall include maintenance, repair, renewal and reconstruction.

Section 9. UNSTABLE AREAS.

(a) The State accepts the easement hereby granted with knowledge that unstable ground exists in the territory embraced in the project, and that at considerable expense to the Railroads, the properties and operations of the Railroads in this territory now are relatively free from interference from this cause. Therefore, as a material consideration, the State agrees that it will not do or cause to be done in the construction or maintenance of the highway, anything which will or may disturb the condition now obtaining, and that if such condition shall be disturbed through the activity of the State or contractors or others acting under its authority, the State shall assume full responsibility therefor and all expense resulting therefrom, and shall indemnify and hold harmless the Railroads and any other corporation, person or firm lawfully occupying their property, from and against any and all loss, cost, damage, expense and liability resulting therefrom.

(b) The State further accepts the easement hereby granted with notice and knowledge that the Railroads at considerable expense have heretofore acquired Lot Three (3) in Section

Thirty-four (34), Township Three (3) North, Range Eight (8) East, W.M., and have installed and now maintain a drainage pipe and bulkhead for the purpose of stabilizing the ground in that area. Therefore, in addition to and not by way of limitation upon any and all other reservations contained in this agreement, the Railroads reserve to themselves, their successors and assigns, the right to maintain, operate, repair, renew and replace said facilities and to construct any additional facilities which in their judgment may be necessary or expedient. The Railroads assume no responsibility for the adequacy, safety or efficiency of said facilities or any of them, nor for the adequacy of the repair, maintenance, renewal or replacement thereof, and shall not be liable for any defect therein or failure thereof. The State will assume, bear and pay any expense incurred in connection with the highway, resulting directly or indirectly from the exercise by the Railroads of the rights reserved in this paragraph.

Section 10. DEFAULT. If the State shall fail, refuse or neglect faithfully to do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement, the Railroads may, upon giving the State three (3) months' written notice of their intention so to do, terminate the rights hereinbefore granted and may have any other remedy available in the premises. No such termination shall affect any obligations of the State which may have accrued, or liabilities, accrued or otherwise, which may have arisen prior thereto.

Section 11. RELINQUISHMENT OF FORMER EASEMENTS. Except as herein otherwise provided, the State and County each does hereby relinquish all easements and rights of way for the present Columbia River Highway so far as the same or any part or slope thereof now encroaches upon property of the Railroads between the points mentioned in Section 8 hereof, including, but not limited to, any and all rights therefor acquired and enjoyed under that certain contract dated August 17, 1914, between Oregon-Washington Railroad & Navigation Company and the County, and amendments thereof and supplements thereto. As soon as the highway shall have been relocated and reconstructed by the State in the location shown on map Exhibit A, the present highway between the points mentioned in Section 8 hereof shall be permanently closed and vacated in the manner provided by law, except as herein otherwise provided. To that end the State, acting by and through its State Highway Commission, shall and will promptly take all action required or contemplated by Chapter 272, Oregon Laws 1943 (§§ 100-139, 100-140 OCLA), and furnish to the Railroads satisfactory evidence thereof. Nothing in this section shall apply to any part of the present highway outside of property of the Railroads.

Section 12. SUCCESSORS AND ASSIGNS. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein stated.

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

By ______________________
President

Attest:

L J Bachman
Assistant Secretary

APPROVED AS TO FORM
AND LEGALITY

____
Chief Counsel

RECOMMENDED FOR APPROVAL

____
Assistant State Highway Engineer

STATE OF OREGON, acting by and
through its State Highway
Commission

By ______________________
Chairman

____
Commissioner

M. E. McAvoy
Commissioner

As the State Highway Commission
of Oregon

Attest:

____
Secretary

COUNTY OF HOOD RIVER

By John H. Sheldrake
County Judge

Hubert A. Struck
Commissioner

George W. Kries
Commissioner

As County Court of Hood River
County, Oregon

Attest:

D E Imbler
County Clerk

18-1049 Bly Sec., Klamath Falls- 1951
Lakeview Hwy.
#3476

RECEIVED
FOR FILING

18-1049

(CONTRACT NO.) 3476

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 21, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3476	9-final	Jack R. Robinson

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22248	R-30156	$ 608.81	12-20-51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions: Extended to Sep. 30, 1951 without penalty

Completion Date: Sep. 10, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-24-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
12-27-51 gl

Warrant Mailed: A. A. Wichlander

DEC 27 1951

RECEIVED
DEC 7 1951
FOR FILING

18-1049

3476

December 6, 1951

Hartford Accident and Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

State highway contract No. 3476 for work performed on the Bly Section of the Klamath Falls-Lakeview Highway in Klamath County was completed by the contractor, Jack R. Robinson, on September 10 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $608.81 will be released to the contractor on or after December 17, 1951. The total contract amount is $ 18,060.79, of which amount $1,605.23 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Lumbermens Insurance Agency
118 Oregon Ave.
Bend, Oregon

NOTED ON CARD
12-6-51 gl

RECEIVED
FOR FILING

15-1141

3476

November 15, 1951

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Jack R. Robinson on contract No. 3476, for grading and surfacing on the Bly Section of the Klamath Falls-Lakeview Highway in Klamath County.

This payment, in the amount of $557.25, will be made to the contractor on or after November 25, 1951. The retained percentage is $539.75.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Lumbermens Insurance Agency
118 Oregon Ave.
Bend, Oregon

NOTED ON CARD
11-15-51, gl

Form E-1—10M—4-51

18-1049

OREGON STATE HIGHWAY COMMISSION
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 27, 19 51

Section Bly

Kind of work Grading and Oil Mat Surfacing

Highway Klamath Falls-Lakeview

Section prefix 18-1049

Contractor Jack R. Robinson

Contract number 3476

Date of contract March 15, 19 51

Date of completion August 31, 19 51

Date work started March 26, 19 51

Estimated date of completion Completed, 19

Amount of contract . . . . $ 17,997.00

Per cent of time elapsed 115.3 %

Estimated cost of completed project, exclusive of engineering . . . . $ 25,360.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 2,225.00, 12.2 %

Date project was completed September 26, 19 51

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final records were completed during the past week and all work on project is now complete.

NOTED
H. G. SMITH

RECEIVED
OCT 29 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed

Address P. O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.18	0.18		0.18	
Miles partially completed					
Miles completed	0.18	0.18		0.18	
Total estimated quantities	1,547	1,886		37.5 tons oil 431 cy rock	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy some Rain P.M		
Monday	Rain		
Tuesday	Rain		
Wednesday	Partly Cloudy		
Thursday	Fair & Mild		
Friday	Fair & Mild		
Saturday			

RECEIVED
FOR FILING

October 24, 1951

Mr. Jack R. Robinson
Route 1, Box 15
Bend, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 30 days, from August 31 to September 30, 1951, within which to complete your contract No. 3476 for grading and surfacing on the Bly Section of the Klamath Falls-Lakeview Highway in Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

J. G. Toole,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

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FOR FILING

[illegible]

3476

October 23, 1951

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

It is the intention of the State Highway Commission to release to Jack R. Robinson a portion of the funds heretofore rrtained by the Commission in connection with contract No. 3476, for grading and surfacing on the Bly Section of the Klamath Falls-Lakeview Highway in Klamath County.

This payment, which is in the amount of $5,291.49, reduces the retained percentage to $750 lump sum. The present payment will be released to the contractor on or after November 2, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Lumbermens Insurance Agency
118 Oregon Ave.
Bend, Oregon

NOTED ON CARD

RECEIVED
SEP 17 1951
FOR FILING

18-1049

3476

September 10, 1951

Request for extension of time
No. 1
October 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Jack R. Robinson for an extension of time on Contract No. 3476, Bly Section of the Klamath Falls-Lakeview Highway, from August 31, 1951 to September 30, 1951.

All work on this section was completed with the exception of the oiling, and due to the oiling subcontractor's having previous commitments he was unable to complete by the specified date.

No additional expense will be incurred by the State because of this extension. I would recommend that it be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

me

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
FOR FILING
18-1049
3476

April 6, 1951

Jack R. Robinson
Route 1, Box 15
Bend, Oregon

Dear Sir:

We enclose herewith a fully executedcopy of contract No. 3476, which was awarded to you on March 15, 1951 by the State Highway Commission, covering Grading and Oil Mat Surfacing on the Bly Section of the Klamath Falls-lakeview Highway in Klamath County. This copy is for your records and files.

An executedcopy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl.1

4/6-51

RECEIVED
FOR FILING

18-1049

3476

AGENDA
APR 12 1951

March 15, 1951

Mr. Jack R. Robinson
Route 1, Box 15
Bend, Oregon

Dear Mr. Robinson:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3476 for the Bly Section of the Klamath Falls-Lakeview Highway in Klamath County. This award was based on your low bid of $17,997 submitted on February 27, 1951.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]
Ens.

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White, Asst. Commissioner
(S.I.A.C.)

GET CONFIRMED

5+C

IC SERVICE	
the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 15, 1951
4:25 p.m.

Mr. Jack R. Robinson
Route 1, Box 15
Bend, Oregon

State Highway Commission awarded you today contract for Bly Section of Klamath Falls-Lakeview Highway, Klamath County, based on your low bid submitted February 27, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

Files ✓

RECEIVED
MAR 1 - 1951
FOR FILING

18-1049

3476

Cross Referenced To:
Const
R/W
Encroach

2-d
7-26-51

Salem, Oregon
March 1, 1951

2290
2325

Mr. R. H. Baldock
State Highway Engineer
Office

C & H 12.77

Attached hereto is a fully executed copy of an agreement with Paul Gilbert and Hazel Gilbert regarding the settlement of a claim involving building encroachments in the town of Bly in Lake County, Oregon.

The original of this agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to Mr. Forrest Cooper for further handling.

Secretary

rn
attach: 1

RECEIVED
[illegible] 1951
FOR FILING

18-1049

3476

February 21, 1951

Mrs. J. M. Kendall
The Bly Water Company
Bly, Oregon

Dear Mrs. Kendall:

With reference to excavation for road improvement in Bly, you are advised that this work will probably start some time in the month of March. The State Highway Commission is calling for bids for this work to be opened on February 27, and if a satisfactory bid is obtained work will probably be underway within three or four weeks. I suggest that the Bly Water Company make immediate arrangements for such changes as are necessary in its pipe line to avoid possible interference with the pipe lines by the contractor's operations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Feb 19, 1951

State Highway Comm.
Salem, Ore.

NOTED
W. C. WILLIAMS

Dear Sirs:

We have heard the rumor that a road excavation contractor will begin work on March 1, 1951 in Bly, Oregon, this involves the Bly Water Co. in the moving of a main. This is very short notice — Please inform us in this matter.

Thank you,

Mr. J. M. Kendall
The Bly Water Co
Bly, Ore.

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

12 IE 49

#476

2320
2325

Cross Referenced To:
Const
R/W
Encroachment

Salem, Oregon
January 12, 1951

Mr. J. M. Devers

Regarding building encroachments in Bly, particularly the Loggers Club beer tavern, it is not at all feasible to move this building back, as it now abuts a bluff, precluding such a possibility. If the owner is agreeable to permitting the State, at its expense, to cut off the eight or ten-foot encroachment from the front of the building and construct a new front, I recommend an immediate settlement on such basis. Such a cost should not involve more than, roughly, $2,000, and is the best that we can expect to get by on in this deal. As you know, we have been holding up calling for bids for seven months on this project, and if you can effect a settlement on the above lines we can proceed with calling for bids on the contract and arrange for cutting off the building and re-facing it while the highway improvement work is underway.

W. C. Williams

WCW:me

FORM E-30 25M 9-49 84932

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1951

SUBJECT: Building encroachments
Klamath Falls-Lakeview Highway

To: Mr. W. C. Williams

I am enclosing a copy of a letter I received today from attorney Welch in Lakeview concerning the properties in Bly which encroach on the highway, and I call your attention to the proposed settlement that Mr. Welch has made. I think possibly we are on the way to a reasonable disposal of this controversy.

I don't know anything about the physical situation in back of the building, but it seems to me that even if we had to excavate some materials it might be cheaper to move the building back than to cut it off and build a new front. I would like to discuss this situation with you some time.

J M Devers
J. M. DEVERS

JMD:jk
Encl.

C
O
P
Y

HERBERT P. WELCH
Attorney and Counselor at Law
Lakeview, Oregon

January 9, 1951

Mr. J. M. Devers
Attorney at Law
State Highway Department
Salem, Oregon

Re: Bly right of way - Gilbert, et al

Dear Mr. Devers:

Sunday morning I went to Bly and conferred with Joe Toole regarding the Bly right of way matter and, doubtless, he has written you.

The only thing that is going to cause any difficulty is the beer joint known as the Loggers Club. The survey as delineated by the highway engineers will cut off eight or ten feet of the front of the Loggers Club. The owner thereof desires to be cooperative I think and has agreed that if the highway department will do the work of cutting off the front of the building and will construct a new front, he will make no objection.

In making the alterations at the Loggers Club and in dealing with Paul Gilbert it will probably be necessary to move the sewer line and the water mains, since these people assert that these structures are about 18 inches under the ground, and your highway will necessarily tear them up.

As to Mr. Miller: He is buying the land on contract and refused to make any committment until he had conferred with the vendor. You only take a triangular piece of his land involving about thirty square feet, so that there should be no difficulty in adjusting with him and the owner.

I talked with Joe about the length of time that will elapse before they will do any work on the premises, and he told me it would probably be from at least a month to six weeks. In view of the fact that I am leaving in the morning for southern California and expect to be gone a couple of weeks, I informed my people that immediately upon my return I would take the matter up with them and then consult you.

You understand, there is to be no question raised as to the title of the State in the premises which you propose to take. When I got over there at Bly I found that the survey my people had had made by the county surveyor of Klamath County differed materially from your survey, but after talking to Joe I told my people that the State could take the property regardless of who owned it and and there was so little at stake, that I did not believe the question of title should enter into the negotiations, particularly in view of their attitude, for instance, Mr. Gilbert takes the position that even if he owns the land you are taking the highway will benefit him so much that he does not desire to question the State's title or to assert his own, if any.

As soon as I return from southern California I will make an appointment with you and see if the matter can not be ironed out very quickly.

Very truly yours,

/s/ Herbert P. Welch

HPW:W
P.S. My "horn" is still a damned nuisance.

IVED
7-50 1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

Dec. 29, 1950

2290
2325

Mr. Herbert P. Welch
Attorney at Law
Lakeview, Oregon

NOTED
W. C. WILLIAMS

Dear Herbert:

I have just been advised by Mr. Williams that the right of way stakes have been set in Bly so that it can now be determined where those boundaries are. I will arrange to have our Engineer, Mr. Toole, contact you at any time that meets your convenience for the purpose of examining the situation on the ground. I will be pleased to hear from you.

With kind regards, I am

Yours very truly,

J. M. DEVERS

JMD:FRC

cc- Mr. W. C. Williams

RECEIVED
FOR FILING

Salem, Oregon
December 27, 1950

Mr. J. M. Devers

Following up on your letter of November 17, Resident Engineer Joseph G. Toole has set right-of-way stakes to indicate the proper right of way that the State needs in Bly. Mr. Toole has offered to show Mr. Herbert P. Welch of Lakeview, who is assisting in the settlement of this Bly right-of-way controversy, any details concerning the right of way.

With the above things being done, perhaps you could now complete your negotiations for the removal of the building encroachments with Mr. Welch.

W. C. Williams

WCW:me

FORM E-30 25M 8-50 42298

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15th, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #2290, the right of way stakes requested by Mr. Welch have been set by Toole's party. Mr. Toole will notify Mr. Welch that they have been set and offer to show him any details concerning the right of way which he does not understand.

Therefore, I think there is no reason why Mr. Devers cannot close the transaction.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

ASSIGNMENT

21, 195 No. 2325 wcw

cription: J. M. Devers' letter of November 17, copy of Mr. Welch's letter of November 15 attached, regarding property owners in Bly whose property encroaches upon highway R/W

Acknowledged by _ _ _ _ _ Referred to Smith _ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
_ _

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 12-18-50 Report received _ _ _ _ _ _ _ _
me

Remarks: Please have an engineer contact Attorney Welch. He is trying to settle this for us. WCW

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1950

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

To: Mr. W. C. Williams

Attached is a copy of a letter I received today from Mr. Welch who represents the property owners in Bly whose property we have stated encroaches upon highway right of way. Please note what Mr. Welch has said, and then may I suggest that you arrange for a member of the Engineering staff to call on Mr. Welch and take with him such records or information as we may have. After their conference you and I will discuss this matter further.

Yours very truly,

J M Devers

J. M. DEVERS

JMD:JK
Attach.

RECEIVED

C
O
P
Y

Herbert P. Welch
Attorney at Law
Lakeview, Oregon

November 15, 1950

Mr. J. M. Devers
Attorney at Law
Oregon State Highway Commission
Salem, Oregon

Re: Bly, Klamath County, right of way

Dear Mr. Devers:

I have a map prepared by our surveyor* showing the proposed highway and the location of the buildings which are interfering with the construction of the road in question.

How the location of the porposed highway was determined by the surveyor is a mystery to me, but at any rate the map shows that the City Cleaners, which belongs to Paul Gilbert, would have two of its front steps encroaching on the highway; the Miller building would have a small corner encoraching on the highway, and the Loggers Club, owned by Martin Cavin, has its porch and a triangular piece narrowing to a point which is 2½ feet at its widest encroaching on the highway as proposed.

I think, if it is convenient and you would send your highway man here to my office with his maps, we could settle this thing very quickly.

Very truly yours,

/s/ Herbert P. Welch

HPW:W

* This is not a surveyor's map, but is a map drawn up by the local people in an attempt to show just what the situation is from their standpoint. Apparently, the have not been able to get in touch with the surveyor to secure a map drawn to scale. HPW

ASSIGNMENT

No. 2290

November 6, 1950

Description: J. M. Devers' letter of November 3, copy of letter from Herbert Welch attached, regarding property owners in Bly whose improvements extend within the R/W ✓

Acknowledged by _____ Referred to _Smith__________

Investigate and report with recommendation
~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________ signature
____

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 12-18-50 Report received _________

Remarks: Please have R/W staked.
WCW

FORM E-30 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

O F F I C E

L

Dear Mr. Williams:

I have been requested to deal with two property owners in Bly whose improvements, I am told, extend within the right of way boundaries. I have written several letters and finally the property owners have employed Mr. Herbert Welch of Lakeview to represent them.

Mr. Welch is a very fine man and very cooperative, and is trying to work with me in this matter. I received a letter from him today, a copy of which I am enclosing, from which you will see that the boundaries of the right of way are uncertain and no one seems to know just where the lines are. I think before we can insist that these buildings be moved back we are under obligation to stake the right of way, and I recommend and request that you take the necessary steps to have that done.

Yours very truly,

JM Devers

J. M. DEVERS

W. C. WILLIAMS

JMD:JK
Encl.

RECEIVED

C
O
P
Y

Herbert P. Welch
Attorney and Counselor at Law
Lakeview, Oregon

November 1, 1950

Mr. J. M. Devers,
Attorney at Law,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Devers:

The survey which was ordered in regard to the Paul Gilbert property in Bly has been held up because of the unprecedented storms that we have been having. Mr. Gilbert apprises me that they will have this survey completed this week if possible.

He also tells me that the telephone company had a survey made with the highway situation in mind, and they reported to him that their poles were not on highway property; if this is true, Gilbert's buildings are not on highway property, with the exception of his front steps. On the other hand, Mr. Gilbert tells me that he has never recieved any information as to where the highway is to be located in regard to his property.

It seems that your people have attempted to do all their negotiating with a man by the name of Hunt, who lives at Bly and who is the self-appointed mayor of Bly.

Mr. Gilbert has asked that I handle Martin Cavin's matter in regard to the location of the highway. Mr. Cavin operates a Loggers' club, which is a beer joint.

Very truly yours,

/s/ Herbert P. Welch

HPW:W

RECEIVED
AUG 30 1950
FOR FILING
FORM E-30 25M 6-49 32802

AGENDA
JUL 10 1950

1-d

18-1049

3-116

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1950

SUBJECT: Authority to purchase right of way
To be presented by Forrest Cooper

To: Mr. H. B. Glaisyer
Secretary

OFFICE

Dear Mr. Glaisyer:

Will you please place on the agenda for the Highway Commission meeting July 10 and 11, the matter of requesting authority to acquire the necessary right of way in the Town of Bly, for street improvement.

Very truly yours

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

R.E.

CEIVED
JUN 7 1950
FOR FILING

Salem, Oregon
June 6, 1950

Bly Section
Klamath Falls-Lakeview Highway

Mr. Forrest Cooper

On April 28 you referred to me a matter of building encroachment upon state highway right of way in Bly, which building encroachment has been holding up construction of an approved construction project in Bly.

This is rather an involved procedure probably, in that the building encroaches on the State's right of way, but we cannot determine if the encroachment occurred on a county road before the State took it over; or whether it was subsequent to the State's taking over the right of way. In any event, our inability to get this building removed from the right of way is holding up the project, and the matter should be brought to a conclusion.

I would suggest that, if the State does not have sufficient legal backing to require the removal of the building, it pay for the removal. As I understand the matter, there are only a few hundred dollars involved, as the original estimate, made several years ago, was only $3,000 or $4,000. This is probably mushroomed into a thousand dollar or so cost by now, but in any event the matter should be cleared up, as we are holding up the $25,000 allocation to improve the highway through the main street of Bly. Bly is not incorporated and, therefore, is in no position to take any action as a city.

If I can aid you in following up on this matter, please advise.

W. C. Williams

WCW:me

CEIVED
-1950
FOR FILING

Salem, Oregon
May 3, 1950

Right of way through Bly.

Mr. J. M. Devers
Chief Counsel

In Mr. Williams' absence, I am taking the liberty of sending you Mr. McCallister's file on the right of way through Bly.

We can find nothing in the records where any right of way was deeded to the State. The plat of 1928, however, shows an 80' right of way and the alignment is the same as constructed in 1933.

Will you please return the file to Mr. McCallister when you have finished with it.

L. H. Warfield
Staff Engineer

LHW:bl
Enclosure
cc Mr. J. W. McCallister

FORM E-30 25M 9-49 24892

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1950

SUBJECT:

E. d. [illegible] 34 36 14
[illegible] S 1/2 SE

3 37-14

Tr. #2501 [illegible] E

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

Dear Mr. Williams:

I have read the carbon copy of Mr. Cooper's letter addressed to you concerning some buildings which encroach upon the Bly Section of the Klamath Falls-Lakeview Highway, and I support Mr. Cooper in his statement that problems of this kind can involve considerable delay and prolong court action.

I would like to have the history of this matter and would like to know whether the road was originally a county road, whether or not right of way had ever been acquired, and whether or not those buildings were encroaching upon the right of way when we took it over. It occurred to me that probably you have someone in that part of the State who can get the history of this matter, and if you have not then we will have to assign a right of way man to get it because before we go into court we must have all those facts.

Very truly yours,

J M Devers
J. M. DEVERS

JMD:NH

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1950

SUBJECT: Bly Section
Klamath Falls-Lakeview Highway

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

There is no right of way to be acquired for the pavement widening job in Bly, however, we have hit a snag with respect to three buildings that are encroaching upon the right of way.

I do not know all of the events leading up to the approval of this job but it was my understanding that some local organization such as the Lions Club was to see that the right of way was cleared and the State was to do the construction work. Whether or not this is correct I am not sure but I am sure of the fact that we have been unable to settle with the owners of the encroaching buildings short of paying them full value of damages.

Mr. Devers advises me that these questions of building encroachments on public thoroughfares are hard to resolve and that each specific case brings up its own problems. Even though the buildings are encroaching illegally it would be incumbent on the State to take positive action, either in court or out of court, to clear the right of way. Also it appears now that considerable expense would be involved.

In view of the difficulties encountered I would appreciate your advice before proceeding with the necessary steps and expense to clear this right of way. The problem is simply this, does the State wish to spend the money necessary to clear the right of way in order that this project may be constructed ?

Very truly yours,

J. M. DEVERS

By Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:MA

cc- J. M. Devers
R. W. Cozad

RECEIVED
FOR FILING

78-6049

3476

File

January 20, 1950

Mr. Everett Hunt
Bly
Oregon

Dear Sir:

Receipt is acknowledged of your letter suggesting certain adjustments in the street widths to avoid moving water main.

This does not appear practical but I will ask Mr. Swift, Assistant Division Engineer, and Mr. Whitmore, Resident Engineer, to contact you to discuss the situation.

The Highway Commission will not cooperate in the movement of water mains but possibly we can assist in the readjustment of the building so that your funds can be applied to the lowering of the main.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

Smith

I would like to talk with you about this.

Williams

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Bly, Oregon
January 16, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Secretary

Dear Sir:

I have been asked by the Bly Lions' Club to write you regarding the proposed Highway widening here in Bly.

According to the survey completed recently, the proposed right-of-way is 80ft. from a point about opposite the Forest Service entrance to a point past the Associated Oil Station at the opposite end of town. The job also entails the moving of at least two buildings in Bly and the removing of at least half the porch of another building. These jobs are to be done at Community expense.
As an active organization in the town, the Bly Lions' Club is ready to launch a Benefit Program to aid the owners of the buildings involved in defraying part of the expense involved. There are just one or two items that enter this picture, and these items are the primary purpose of this letter. First of all, the Water Mains for the town and for the Spangler Lbr. Co. run within this proposed 80ft. This item alone would run into considerable expense. I am going to offer a suggestion which might be practical, but in offering this suggestion, we want you to know that we as a Community are very happy over the proposed Project, and will do everything in our power tocooperate with the Highway Department for we feel that this is a wonderful improvement for our Town. However, this suggestion I am about to offer would do a lot to lessen the expense involved. I will make a rough draft to accompany this plan, so that it will be quite clear.

[illegible] #38

NOTED
W. C. WILLIAMS

Would it be possible to start at a point opposite the Bly Water Company and narrow the proposed job to 70ft., and then come back to 80ft., at a point in fromt of the Sycan Store?

This proposal would have a three fold purpose. First, it would still give the Dept. an 80ft. right-of-way; second, it would save the Bly Water Company the expense of moving some 200 ft. of Water Main, and would save two property owners considerable expense in moving buildings; and third it would serve to help straighten the rather sharp curve starting by the Loggers' Club and ending just beyond the Sycan Store.

We are hoping that this suggestion will be given some serious thought, and at the same time, if you can advise me as to the time the contract for this job will be let, we as a Community can lead the way with the necessary preliminary adjustments in buildings and property lines.

Thank you very much for your kind consideration of this proposal.

Yours very truly,

BLY LIONS' CLUB

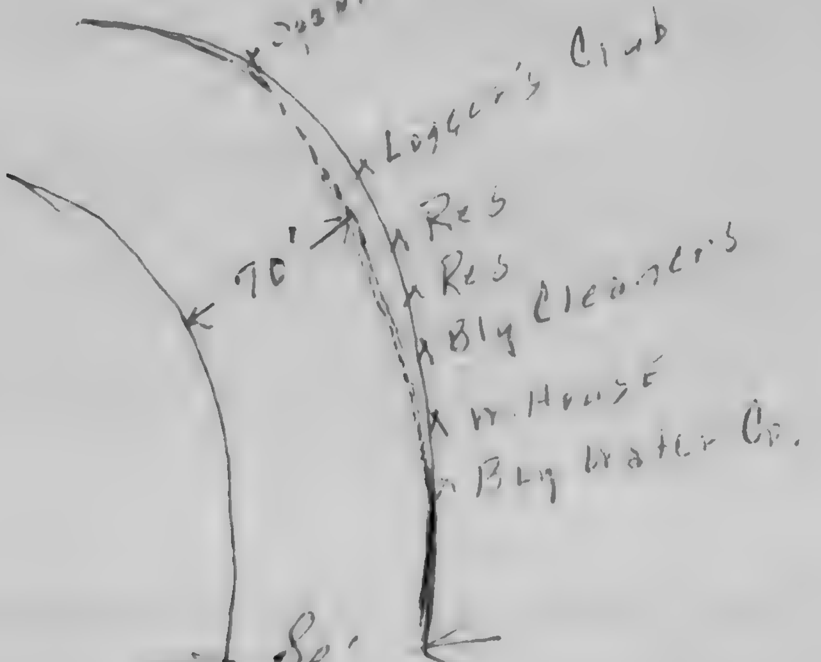
by: Everett Hunt

Everett Hunt

Proposed Change

— Present Survey

--- Proposed Change


Super Serv
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Res
Bly Cleaners
W. House
Bly Water Co.
70'
80'

FI-174(9) Cascade Locks-Herman Creek 1951
Road Sec. Col. Riv. Hwy.
#3477 0.7 E. Cascade Locks.

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

NOTED
W. C. WILLIAMS

[illegible]

3997

NOVEMBER 27, 1953

(File: D 315 - 2 - 36)

BABLER BROS., INC. and
ROGERS CONSTRUCTION CO., INC.
4617 S. E. Milwaukie
Portland, Oregon

Gentlemen:

Under contract between your Companies and the Oregon State Highway Commission you are performing work on the Herman Creek-Gorton Creek Section of Columbia River Highway in Hood River County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to the Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 594184 dated November 6, 1953, for $14.60, covering this damage. Bill No. 594184 covers damage by your blasting operations in the vicinity of M. P. 45.8 on August 15 and 29, 1951.

Kindly favor us with payment at your early convenience.

Yours very truly,

J G Kimmell
J. G. Kimmell,
Superintendent

enc./dup.

cc: Lloyd's, London, c/o Rathbone, King & Seeley,
Board of Trade Building, Portland 4, Oregon.

Lloyd's, London, c/o Dooly & Co., Board of Trade Bldg.,
Portland 4, Oregon.

☞ Oregon State Highway Department, Salem, Oregon
(Atten: Mr. R. H. Baldock, State Highway Engineer)

RECEIVED
1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 7, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
F1-174(3477	15-final	Bahler- Rogers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
[illegible] 24323	B-56954	$ 22,258.08	Jan. 6, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A A Wohlsauder
ACCOUNTING DIVISION

Specified Completion Date: **Nov. 30, 1951**

Time Extensions: **to July 31, 1952 without penalty**

Completion Date: **July 29, 1952**

Date Accepted: **Aug. 18, 1952**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **1-7-53**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: A A Wohlsauder

1-5-53

RECEIVED
FOR FILING

January 2, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-36

Dear Sir:

Receipt is acknowledged of your letter of December 23, 1952, advising that railroad property, including four communication wires, was damaged August 15, 1951 at Railroad M.P. 45.8, by operations of the highway contractor on the Cascade Locks-Herman Creek Road Section of the relocated Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

Office of Superintendent
2525 North Larrabee Ave.,
Portland 12, Oregon

DECEMBER 23, 1952

(Refer to File D 315-2-36)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Lloyd's, London c/o Rathbone, King & Seeley Board of Trade Building Portland, Oregon	cc:	Hebler Bros., Inc. and Rogers Construction Co., Inc. 4617 S. E. Milwaukee Portland, Oregon
Lloyd's, London c/o Dooly andCompany Board of Trade Building Portland, Oregon	cc:	Oregon State Highway Dept. Salem, Oregon (Atten: Mr. R. H. Baldock, State Hwy. Engr.)

Gentlemen:

Please refer to Underwriters at Lloyd's, London Cert. No. L 34974 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company covering damage to property occurring during the construction of the Cascade Locks-Herman Creek Road Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with that policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad property, including 4 communication wires, was damaged August 15, 1951 at Railroad M.P. 45.8, caused by the operations of State Highway contractor Hebler Bros., Inc. and Rogers Construction Co., Inc.

We expect to present claim for the damage when the amount has been determined.

Please acknowledge receipt of this letter.

RECEIVED
[illegible] 1952

Yours very truly,

A McAllister

A. McAllister,
Superintendent

RECEIVED
FOR FILING

F1-174(6)

3477

December 17, 1952

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

This is to advise that a revised final payment will be released to Babler & Rogers in connection with contract No. 3477, covering the Cascade Locks-Herman Creek Road Section on the Columbia River Highway in Hood River County, as previously advised in our letter to you of November 18.

The revised final payment is in the amount of $22,258.08. The total revised contract amount is $483,117.76, of which amount $64,641.68 represents force account items.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

[illegible]
[illegible]

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FOR FILING

B

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18th, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In answer to your letter of November 13th, concerning the claim of the Warren Northwest Company for force account work in removing unstable sections of base surfacing on the Cascade Locks-Herman Creek and the Herman Creek-Gorton Creek sections, it may be that Jarl and not the Warren Northwest should stand the expense of removing the unstable base material on the Herman Creek-Gorton Creek Section, since it was primarily due to Jarl's failure to complete the pavement in October of 1951.

The material passed the specifications in the majority of the tests and those which did not pass were deficient in fines, which would appear to be advantageous in this type of material. The material was crushed in the summer of 1951 and had it been placed on the road that fall, I do not think there would have been any serious trouble with it. However, it laid in stockpiles all winter and became so saturated that it was impossible to compact it on the road and nearly impossible to use that produced for the pavement. In fact, we had to permit the contractor to substitute a considerable portion of the shoulder material for paving aggregate, as it was impossible to dry the material produced and make a satisfactory pavement from it.

The reason that the east end of the project was more satisfactory than the west end was not because of turning traffic on the prime, but because it was processed and worked for a long period of time in order to dry it out and secure stability, whereas the lack of time prevented the west end of the project from receiving the same drying compaction as the east end. There is a very short section on the extreme east end which was laid the fall before which never gave any trouble at all, and I have no doubt if this material had been laid as contemplated and had not become so saturated with the winter rain, it would have been satisfactory.

On nearly every job there are some soft spots develop, and I think it has been quite customary for the contractor to cooperate to the extent of digging them out if he be paid for both the original material and that which replaces it. The contractor is responsible for the use of his material so as to produce a satisfactory job.

We have had other instances where the saturation of the material caused the contractor a great deal of extra work. On the Monmouth-Suver job he did not get his topping finished in time to oil, and it became so saturated it was impossible to haul over the grade the next spring, with the result that it had to be windrowed throughout its entire length in order to allow the subgrade to dry.

On the Steiwer Hill-Albany Section we refused to allow the Warren Northwest to spread and process their topping the fall before the paving in order to avoid such a condition. Whenever roadmix jobs are caught in a rain the contractor is expected to reprocess them until they are dried out in a satisfactory condition.

I think these situations are all somewhat analogous, and therefore, the Department is not obligated to assume responsibility for the improper use of material by the contractor even though it did pass the abrasion, P.I. and gradation tests.

Under my theory I presume the responsibility lies with the general contractor instead of the subcontractor, since Jarl did not finish the grading in time for paving at the proper time. However, since he spent an unusual amount in processing the material on the road, I presume that it is no more than fair to protect him from the claim of the subcontractor, and I will, therefore, initiate force account bills for reimbursement of the Warren Northwest Company for digging out the unstable base sections.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
NOV [illegible] 1952
FOR FILING

F1-174

R

November 18, 1952

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 3477 for work performed on the Cascade Locks-Herman Creek Road Section of the Columbia River Highway in Hood River County was completed on July 29, 1952 by the contractor, Babler & Rogers, and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $21,961.35 will be released to the contractor on or after October 26, 1952. The total contract amount is $482,821.03, of which amount $64,344.95 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
United States National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

11-[illegible]-52

RECEIVED
FOR FILING

F I 154(B)

3477

Salem, Oregon
November 13, 1952

C
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P
Y

Mr. H. G. Smith

I held a lengthy conference with J. R. Wininger of Warren Northwest Company and Vernie Jarl on November 7 relative to their claim for force account for the digging out of some unstable sections of base surfacing on the Cascade Locks-Herman Creek Section and the Herman Creek-Gorton Creek Section.

It was their contention that all of the materials used in the surfacing which had been placed in stock pile previously were properly tested by our Department and that no objection was at any time made as to their manner of manufacturing the materials. It was further their firm contention that the materials themselves were not what caused the unstablemess of the base, but they blamed the trouble on the fact that immediately after the section in question was primed traffic was immediately turned over it to eliminate a detour and that a heavy rain occurred at the same time. They claimed that on other sections where traffic was not turned on the new prime no damage resulted, and, in summarizing, they are unwilling to accept our claim that faulty materials caused the unstableness.

There is some question in my own mind as to whether the contractor is solely responsible for this condition, and, owing to our satisfactory relations in the past with these two contractors and the fact that they are not chronic claim makers, it is my belief that we should pay force account for the work involved and end this controversy. Mr. Baldock concurs in my recommendation.

Unless you have evidence which would entirely refute the claims of the contractor, I would appreciate your placing the force account bills in line for payment.

W. C. Williams

WCW:me

RECEIVED
FOR FILING

September 26, 1952

Warren Northwest Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

Reference is made to the bill submitted to Resident Engineer Clay M. Cornett for additional work performed in correcting unstable surfacing on the Cascade Locks-Herman Creek and Herman Creek-Horton Creek Sections. This matter has had the very careful consideration of the Resident Engineer, the Division Engineer, and the Construction Engineer, and from information furnished me the State is in no way responsible for this work and must deny payment therefor.

The reason for nonpayment of the claim is substantially that the contractor is responsible for the construction of a base course which can be primed in a satisfactory manner and is sufficiently stable to lay the other courses of the pavement. In this instance it appears that in producing the surfacing material the contractor elected to screen out the oversize rock and crush it for the shoulders. This left a considerable amount of fine silt in the balance of the material, which unquestionably resulted in the unstable condition. Further, we feel that the Highway Department has been more than liberal in paying for additional paving material which was required and should not be obligated in any way for the digging out of the unsatisfactory materials preparatory to the patching.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Bills returned
to H G Smith

W. C. Williams
Assistant State Highway Engineer

WCW:me
cc Mr. H. G. Smith
Mr. A. G. Skelton

FORM E-30 25M 8-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12th, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

I am attaching force account bills from the Warren Northwest Company on the Cascade Locks-Herman Creek and the Herman Creek-Gorton Creek Sections. These bills have been turned down by the Division Engineer and the Construction Department.

It is the business of the contractor to construct a base course which can be primed in a satisfactory manner and is sufficiently stable to lay the other courses of the pavement. Occasionally we have a failure for one reason or another, but it is the practice of the Department to pay for the material which goes into the patches in the prime coat and the base course, but not to recompense the contractor for digging out the failed places. In this particular instance, I think this is very reasonable, since there was no reason on the Cascade Locks-Herman Creek Section why there should have been any base failure, and on the Herman Creek-Gorton Creek Section the failure was occasioned entirely by the unsatisfactory base rock produced by the contractor.

In the production of the surfacing material the contractor elected to screen out the oversize rock and crush it for the shoulders. This left a considerable amount of fine silt in the balance of the crushed material which it was practically impossible to compact, as it had been thoroughly saturated by the winter rains. Had the contractor crushed the entire product for base, or even used it pit run, I think the material would have been satisfactory.

Inasmuch as the contractor produced this material according to his own ideas, I feel that he is responsible for its practicability when used, and the least that he could do would be to stand the cost of digging out the soft spots preparatory to patching. I feel we have been more than liberal in even paying for the paving material which was used in patching.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-30 25M 3-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 12, 1952

SUBJECT: Force Account Bills
Warren Northwest
Columbia River Highway

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith for your consideration, force account bills submitted by Warren Northwest for pavement patching required on both the Herman Creek Road-Gorton Creek section and the Cascade Locks-Herman Creek Road section of the Columbia River Highway. I am also enclosing copy of letters from each of the resident engineers transmitting these claims to myself. This patching work consisted of a blade spread of hot stuff over sections where partial failure of the binder course indicated instability in the base rock. It also consisted of digging out sections of the hot stuff base that had failed, and replacing these sections with blade spread patches. The major portion of the work and tonnage covered in the bill for the Herman Creek Road-Gorton Creek section was for repair of the binder course, and was blade spread before the base course of hot stuff was placed with the machine. On both of these projects the hot stuff used was paid for at the regular contract prices, but no additional payment was made.

On the Cascade Locks-Herman Creek Road section the base was placed last fall from Cascade Locks to the Herman Creek Bridge. The failures developed between that time and the time that the top was put on this last summer. These failures were mainly small in size. Some of these failures started developing shortly after the base was layed while others did not develop until this summer. The additional expense the contractor was to was primarily for digging out these failed sections. These failures were all small in area, and were replaced by hand, generally spread by a blade and rolled. As stated above, the hot stuff used was paid for at the regular contract price per ton, which I believe is the manner we have always used in paying for patching of this nature that is required.

On the Herman Creek Road-Gorton Creek section, as Peterson states in his letter, failures were due to the unstable condition of the 3"-C base rock in several places.

Patching was much heavier on these sections, and more than 1000 tons of hot stuff was layed with a blade in repairing breaks and reinforcing sections that were not fully stable. On this section also all hot stuff used was paid for at the regular contract price per ton, which it seems should suitably reimburse the contractor for his costs. You will note from this bill, the charge has been made for the contractor's entire cost, except for the cost of manufacturing and hauling the hot stuff, and there has been a six hour charge for a dump truck.

It would seem that if Warren Northwest has a claim that could be justified, it would be against the primary contractor rather than against the state. I would recommend disapproval of both claims.

Yours very truly,

A. G. Skelton
Division Engineer

AGS:w
Encl.
cc; C. A. Peterson
Clay Cornett

FORM E-30 25M 3-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bonneville, Oregon
September 2, 1952

SUBJECT: Project No. 14-1011

To: Mr. A. G. Skelton
Division Engineer
Ore. State Highway Dept.
Portland, Oregon

Dear Sir:

I am submitting to you do-day a bill from Warren Northwest, Inc. for work performed by them prior to the laying of the Top on the Herman Creek Road - Gorton Creek Section.

The base course due to unstable conditions of the 3"-0 rock in several places, broke along the shoulder and had to be dug out and stabilized, causing this work to be done.

I feel this work should be borne by the Contractor rather than by the state.

Very truly yours,

(signed) Carl A. Peterson
Resident Engineer

FORM E-20 25M 3-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Cascade Locks, Oregon
September 2, 1952

SUBJECT:

To: A. G. Skelton
Division Engineer
State Highway Dep't.
Portland, Oregon

Dear Sir:

The attached bill was submitted by the Warren Northwest Company for pavement patching on the Cascade Locks-Herman Creek Road project; This work was performed after the base course of pavement was laid.

As it is my understanding that work of this nature is generally borne by the contractor, I have not approved the bill.

Yours very truly,

(signed) Clay M. Cornett
Clay M. Cornett
Resident Engineer

RECEIVED
SEP 2 1952
FOR FILING

[illegible]

3477

August 29, 1952

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler and Rogers on contract No. 3477, for grading, paving and bridge on the Cascade Locks-Herman Creek Road Section of the Columbia River Highway in Hood River County.

This payment, in the amount of $48,551.77, will be released to the contractor on or after September 8, 1952. The retained percentage is $14,253.39.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
8-27-52

Form E-1—5M—1-48
71-174

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ~~July~~ Aug. 2, 1952

Section Cascade Locks-Herman Creek Road
Kind of work Bridge, Grading, Paving
Highway Columbia River
Section prefix 14-1012
Contractor Babler-Rogers
Contract number 3477
Date of Contract March 16, 1951
Date of completion July 31, 1952
Date work started March 26, 1951
Estimated date of completion completed 7/9, 1952
Amount of contract . . . . . . $ 434,505.00
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering . . . . $ 500,000
Per cent of contract completed, based on total contract price . . . . 100 %
Engineering cost to date $ 31,200, 86 %
Date project was completed July 29, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished shoulders and sight posts tuesday.

Also cleaning up and moved equipment off job.

NOTED
H. G. SMITH

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

K. D. LYTLE

NOTED
B. A. MARTIN

Signed Clay M. Corwitt
Address Cascade Locks

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.85	2.85		0.53	2.85
Miles partially completed					
Miles completed	2.85	2.85		0.53	2.85
Total estimated quantities	279,000 cy	52,000 cy		24 ton	9,200 ton
Estimated quantities moved or placed to date	275,010	48,101 "		18 "	9,013 "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week		12			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1.., Rollers ....1......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 5 1952
FOR FILING

FI [illegible] (9)

3477

July 31, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed July 29, 1952 on Contract No. 3477, Cascade Locks-Herman Creek Road Section, in connection with Federal Aid Project No. FI-174 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/sc

cc: John Cattrall

RECEIVED
MAY 15 1952
FOR FILING

II 117(1)

3477

May 13, 1952

Oregon State Highway Commission

Gentlemen:

Due to major slides occurring on the eastern portion of the Cascade Locks-Herman Creek Section of the Columbia River Highway, it appears that the project authorization will be overrun approximately 9 per cent, or $46,000.

From our present estimates for removal of the slide materials, the placement of the subdrainage (which alone is estimated to cost $35,000), and other miscellaneous work, it appears that it will cost $66,000 to cure the slide conditions. To offset this, we have approximately $20,000 unexpended in the contingency fund, which will result in a project overrun of $46,000.

This matter will be on the next agenda, and we respectfully request that you approve the increase in project authorization for Contract No. 3477 in the amount of $46,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

WCW:me bl

RECEIVED
MAR [illegible] 1952
FOR FILING

FI-174(9)
3477

March 18, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter dated March 17, 1952, regarding Order for Extra Work No. 9, Project FI-174 (9), Cascade Locks-Herman Creek Section of the Columbia River Highway, Contract No. 3477.

Slide correction, covered by this Order for Extra Work, is to be done by force account. The basis for payment on all Orders for Extra Work is force account, and any prices quoted are to arrive at a total cost. When work is to be done on a unit price basis, the Price Agreement form is used.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 17, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Order for Extra Work No. 9 dated January 31, 1952 covering slide correction work on Project FI-174(9), Cascade Locks-Herman Creek Section of the Columbia River Highway.

We are unable to determine whether the unit prices shown are to govern in the basis of payment to the contractor or whether these prices are used simply to arrive at the total estimated cost of force account work. Since the contractor has not signed the order it would appear that force account work is intended. However, if unit prices are to prevail as in the case of a Price Agreement, we will need the following information prior to our approval:

(1) A breakdown cost analysis justifying the $2.00 per cu. yd. price for Excavation;
(2) Unit prices for 9" Corrugated Metal Pipe and 9" Perforated Corrugated Metal Pipe;
(3) Cost analysis to justify the lump sum price for Timber Shoring;
(4) Governing specifications.

If straight force account work is proposed, a statement to that effect will be sufficient for action by this office. Our Division Office, however, on a force account order of this magnitude, may require a break down analysis of the unit prices into components of labor, materials, rentals, overhead and taxes.

Very truly yours,

CGPolk

C. C. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
FEB 13 1952
FOR FILING

71-174 (9)
3477

February 8, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering the installation of drain pipe in slide area on the Cascade Locks-Herman Creek Road Section of the Columbia River Highway in Hood River County, Contract No. 3477, in connection with Federal Aid Project No. FI-174 (9).

This work is necessary to intercept underground water which is causing the roadway to bulge, and raise. It is planned to intercept the underground flow in the cut slopes, before reaching the roadbed, and divert it.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp
Encl.

RECEIVED
JAN 15 1952
FOR FILING

[illegible]

3477

January 14, 1952

Babler and Rogers
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 244 days, from November 30, 1951 to July 31, 1952, within which to complete your contract No. 3477, covering the Cascade Locks-Herman Creek Road Section on the Columbia River Highway in Hood River County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Clay Cornett,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

1-14-52

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DEC 21 1951
FOR FILING

71-174(9)

December 14, 1951

Request for extension of time
No. 15
December 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Babler & Rogers for an extension of time on Contract No. 3477, Cascade Locks-Herman Creek Road Section of the Columbia River Highway, from November 30, 1951 to July 31, 1952.

The contractor encountered several severe slide areas on this project, which delayed the grading operations until so late in the fall that it was impossible to complete paving operations. The contractor suspended his paving operations at our request at the beginning of the rainy season.

I recommend that this extension be granted without penalty, and Mr. C. C. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:sh lg
cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
1951
FOR FILING

FI-174 (9)

3477

November 30, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3477, Cascade Locks - Herman Creek Road Section of the Columbia River Highway, Ore. FI-174 (9), from November 30th, 1951 to July 31st, 1952, to Babler and Rogers, Contractors.

The contractor encountered several severe slide areas on this contract, which delayed the grading operations until so late in the fall, that it was impossible to complete the paving operations. The contractor suspended paving operations at our request, at the beginning of the rainy season.

I therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

~~MONTANA~~
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

FI-174 (9)

[illegible]

October 31, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FI-174(9)
Cascade Locks-Herman
Creek Road

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jm

46)

State Oregon

Federal Aid

Project No. FI-174(9)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of October, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of December, 1950, a program, which was approved on the 5th day of January, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 12th day of February, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred ninety-six thousand and 00/100 dollars ($296,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made availa
in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 144+75.6 in Cascade Locks in the NE 1/4, Section 12, T. 2 N., R. 7 E., W.M., and survey station 296+35 in the NW 1/4, Section 4, T. 2 N., R. 8 E., W.M., without exception,

, length 2.871 miles, in Hood River County, being Oregon Federal Aid project No. FI-174(9), consisting of 2.847 miles of roadway and one bridge of more than 20 feet clear span, 0.024 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **two hundred ninety-six thousand and 00/100** dollars ($**296,000.00**), which does not exceed the authorized Federal pro rata share of **four hundred seventy-seven thousand, nine hundred fifty-five and 50/100** dollars ($**477,955.50**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 10—11379-2

RECEIVED
OCT [illegible] 1951
FOR FILING

71-174(9)

3499

October 18, 1951

Warren-Northwest Company, Inc.
Post Office Box 5072
Portland 13, Oregon

Gentlemen:

It will be necessary to suspend paving operations on the Cascade Locks-Herman Creek Section until dry weather in the spring, as the Materials Department advises that it is impossible to make a satisfactory mix now that the aggregate has become so saturated. This suspension is to take effect as soon as the asphalt on hand is used up, which it is believed will complete the base from Cascade Locks to the Herman Creek bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar lg
cc Mr. H. G. Smith
Mr. A. G. Skelton

RECEIVED
OCT [illegible] 1951
FOR FILING

[illegible]
[illegible]

October 15, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the installation of 9" corrugated metal pipe on the Cascade Locks-Herman Creek Road Section of the Columbia River Highway in Hood River County, Contract No. 3477, in connection with Federal Aid Project No. FI-174 (9).

This work is necessary to drain slide area between Stations 255 and 262.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
W. C. WILLIAMS

W. C. Williams
Assistant Highway Engineer

DBP:tp

Encl.

RECEIVED
Oct 1 - 1951
FOR FILING

FI 124 (7)

3177

September 27, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

We find it advisable to place another 18-inch pipe at our Station 282+30 on the Cascade Locks-Herman Creek Section of the Columbia River Highway.

This is your authority for billing us for the cost of installing one under your tracks opposite the pipe which we will install.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR

cc Mr. H. G. Smith

RECEIVED
SEP 24 1951
FOR FILING

FI-174(7)

FORM 8010
2-50-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

September 19, 1951

Registered Mail

91-7

NOTED
W. C. WILLIAMS

Lloyd's, London
c/o Rathbone, King & Seeley
Board of Trade Building
Portland, Oregon

Lloyd's, London
c/o Dooly and Company
Board of Trade Building
Portland, Oregon

Gentlemen:

Please refer to Underwriters at Lloyd's, London Certificate No. L 34974 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company covering damage to property occurring during the construction of the Cascade Locks-Herman Creek Road Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with that policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad property, including two telegraph wires, was damaged at Railroad Milepost 45.8, caused by the operations of Stevenson Construction Company, a sub-contractor of Babler Bros., Inc. and Rogers Construction Co., Inc. We expect to present claims for this damage when the amount of damage is determined.

Please acknowledge receipt of this notice.

Yours truly,

L. W. Althof

cc: Babler Bros., Inc. and
Rogers Construction Co., Inc.
4617 S. E. Milwaukee
Portland, Oregon

Oregon State Highway Commission
Attn: R. H. Baldock, State Highway Engineer
Salem, Oregon

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FOR FILING

FI-174 (9)

3477

September 7, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Cascade Locks-Herman Creek Section, Project No. FI-174 (9).

Three copies of agreement with the Union Pacific Company covering encroachment on their right of way are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant Highway Engineer

JWN:tp
Encl.

Oregon State Highway Department   Federal Aid Project No. FI-174 (9)

CASCADE LOCKS-HERMAN CREEK ROAD SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1951

Type Code 6201
Roadway (Sta. 144+75.6 to 296+35.0)

All Required	Clearing and Grubbing		$ 25,000.00
700 cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,100.00
179,000 cu. yds.	General Excavation, (Location "A") Unclassified	.40	71,600.00
100,000 cu. yds.	General Excavation, (Location "B") Unclassified	1.00	100,000.00
970,000 yd. stas.	Short Overhaul	.015	14,550.00
17,800 C-yd. stas.	Long Overhaul	.50	8,900.00
285 miles	Finishing Roadbed & Slopes	1,000.00	2,850.00
9,700 lin. ft.	Rounding Cutbanks	.20	1,940.00
300 lin. ft.	12" Sewer Pipe	2.50	750.00
250 lin. ft.	12" Concrete Pipe	2.00	500.00
830 lin. ft.	18" Concrete Pipe	3.50	2,905.00
120 lin. ft.	24" Concrete Pipe	4.00	480.00
110 lin. ft.	36" Concrete Pipe	9.00	990.00
220 lin. ft.	36" Corrugated Metal Pipe, Extra Strength	15.00	3,300.00
26 cu. yds.	Concrete Curbs	55.00	1,430.00
5 only	Concrete Catch Basins	75.00	375.00
80 cu. yds.	Class "A" Concrete in Box Culvert	54.00	4,320.00
12,000 lbs.	Metal Reinforcement in Box Culvert	.12	1,440.00
90 only	Concrete Sight Posts	10.00	900.00
100 cu. yds.	Dry Rubble Masonry	25.00	2,500.00
42,000 cu. yds.	3" - 0 Material in Base	1.40	58,800.00
10,000 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	20,000.00
13,000 M-gal.	Sprinkling	2.00	2,600.00
2.85 miles	Preparation of Base, Main Highway	300.00	855.00
0.53 mile	Preparation of Base, Detour Road	500.00	265.00
500 cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,000.00
80 tons	Furnishing and Placing RC-3 in Binder Course	40.00	3,200.00
280 cu. yds.	Furnishing and Placing Aggregates	5.00	1,400.00

24 tons	Furnishing and Placing 150-200 Asphalt	$ 50.00	$ 1,200.00
9,200 tons	Class "B" Asphaltic Concrete	6.50	59,800.00
42 tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	2,100.00
330 tons	Aggregate in Seal Coat	5.00	1,650.00
		Subtotal	$400,700.00
		10% Engr. & Cont.	40,070.00
		Total	$440,770.00

Type Code X021
Structure (Sta. 233+01 to 234+26)

All Required	Shoring, Cribbing, Etc.		$ 2,500.00
360 cu. yds.	Structural Excavation for Bridge	$ 4.00	1,440.00
10 cu. yds.	Structural Excavation Below Elevation Shown	20.00	200.00
310 cu. yds.	Class "A" Concrete in Bridge	58.00	17,980.00
67,000 lbs.	Metal Reinforcement in Bridge	.12	8,040.00
270 lin. ft.	Metal Rail	13.50	3,645.00
		Subtotal	$ 33,805.00
		10% Engr. & Cont.	3,380.50
		Total	$ 37,185.50

Length of Roadway	2.847 miles
Length of Bridge	.024 mile
Total Length	2.871 miles
Cost per mile, Roadway	$154,819.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$440,770.00	$272,971.00	$167,799.00
Bridge	37,185.50	23,029.00	14,156.50
	$477,955.50	$296,000.00	$181,955.50

State Funds for Constr.: Chap 175, laws 1917; Chap. 31, laws 1920; Chap. 529 laws 1939
State Funds for Maint.: Chap. 529, laws 1939

Oregon State Highway Department Federal Aid Project No. FI-174 (9)

CASCADE LOCKS-HERMAN CREEK ROAD SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 7, 1951

Type Code 6201
Roadway (Sta. 144+75.6 to 296+35.0)

All Required		Clearing and Grubbing		$ 30,000.00
700	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,100.00
179,000	cu. yds.	General Excavation, Location "A", Unclassified	0.40	71,600.00
100,000	cu. yds.	General Excavation, Location "B", Unclassified	1.00	100,000.00
970,000	yd. stas.	Short Overhaul	0.02	19,400.00
17,800	C-yd. stas.	Long Overhaul	0.50	8,900.00
2.85	miles	Finishing Roadbed and Slopes	800.00	2,280.00
9,700	lin. ft.	Rounding Cutbanks	0.20	1,940.00
300	lin. ft.	12" Sewer Pipe	2.00	600.00
250	lin. ft.	12" Concrete Pipe	2.50	625.00
830	lin. ft.	18" Concrete Pipe	3.50	2,905.00
120	lin. ft.	24" Concrete Pipe	5.00	600.00
110	lin. ft.	36" Concrete Pipe	10.00	1,100.00
220	lin. ft.	36" Corr. Metal Pipe, Extra Strength	12.00	2,640.00
26	cu. yds.	Concrete Curbs	55.00	1,430.00
5	only	Concrete Catch Basins	75.00	375.00
80	cu. yds.	Class "A" Concrete in Box Culvert	55.00	4,400.00
12,000	lbs.	Metal Reinforcement in Box Culvert	0.15	1,800.00
90	only	Concrete Sight Posts	10.00	900.00
100	cu. yds.	Dry Rubble Masonry	15.00	1,500.00
42,000	cu. yds.	3" - 0 Material in Base	1.75	73,500.00
10,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	22,500.00
1,300	M-gal.	Sprinkling	2.50	3,250.00
2.85	miles	Preparation of Base, Main Highway	200.00	570.00
0.53	mile	Preparation of Base, Detour Road	300.00	159.00
500	cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,000.00
80	tons	Furnishing and Placing RC-3 in Binder Course	40.00	3,200.00
280	cu. yds.	Furnishing and Placing Aggregates	4.00	1,120.00

24	tons	Furnishing and Placing 150-200 Asphalt	$37.00	$ 888.00
9,200	tons	Class "B" Asphaltic Concrete	6.50	59,800.00
42	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	1,890.00
330	cu. yds.	Aggregate in Seal Coat	5.00	1,650.00
			Subtotal	$425,622.00
			10% Engr. & Cont.	42,562.20
			Total	$468,184.20

Type Code X021
Structure (Sta. 233+01 to 234+26)

All Required		Shoring, Cribbing, Etc.		$ 5,000.00
360	cu. yds.	Structural Excavation for Bridge	$ 5.00	1,800.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
310	cu. yds.	Class "A" Concrete in Bridge	60.00	18,600.00
67,000	lbs.	Metal Reinforcement in Bridge	0.13	8,710.00
270	lin. ft.	Metal Rail	12.00	3,240.00
			Subtotal	$ 37,450.00
			10% Engr. & Cont.	3,745.00
			Total	$ 41,195.00

Length of Roadway	2.847 miles
Length of Bridge	.024 mile
Total Length	2.871 miles
Cost per mile, Roadway	$164,448.20

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$468,184.20	$277,576.00	$190,608.20
Bridge	41,195.00	24,424.00	16,771.00
	$509,379.20	$302,000.00	$207,379.20

CASCADE LOCKS-HERMAN CREEK ROAD SECTION

PROJECT NO. FI-174 (9)

All necessary rights of way or rights of entry have been acquired, except completion of the agreement with the Union Pacific Company concerning the encroachments on their right of way by the highway roadbed. Negotiations for these encroachments are now in progress and it is now believed that rights of entry can be obtained within eighteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 7, 1951

February 12, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. FI-174(9), Cascade Locks-Herman Creek Road Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending execution of an easement with the Union Pacific Railroad Company covering encroachments upon their right of way.

Approval for advertising is not to be construed as assurance that required steel products involved can be secured either with or without priority.

Very truly yours,

T. M. DAVIS
District Engineer

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3477

August 6, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the construction of a type "A" manhole and the installation of an 18" concrete pipe joint at Station 269+65 on the Cascade Locks-Herman Creek Road Section of the Columbia River Highway in Hood River County, Contract No. 3477, in connection with Federal Aid Project No. FI 174 (9).

This manhole connection with the existing 12" pipe under the Union Pacific Railroad is being installed in lieu of the 18" corrugated metal pipe originally planned, which will reduce the cost materially. The Railroad Company have agreed to our making this connection.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

MCW:plc

encl.

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1951
FOR FILING

F-114 (7)

3477

July 3, 1951

City of Cascade Locks
Cascade Locks, Oregon

Gentlemen:

This is your authority to bill the State Highway Department for lowering the 8-inch water main on Edgewater Road where it interferes with the construction of the Cascade Locks-Herman Creek Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. A. G. Skelton
Mr. W. C. Crews

FORM E-30X 25M 8-49 34893

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 28th, 1951

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Clay Cornett called me today in regard to an 8 inch water main owned by the City of Cascade Locks and on Edgewood Road, which is a city street within the limits of Cascade Locks. This main will have to be lowered under our main highway, and also for some 300 feet south on Edgewood Road where we are improving this road under contract. The City of Cascade Locks is not willing to lower this main unless the State will pay the cost of this lowering, and will not go ahead with the work until they are assured that the State will reimburse them for the expense.

It seems that this is a comparable case to similar conditions in Portland, where we have reimbursed the city for necessary changes in their water mains.

I have requested Mr. Cornett to prepare a State Force Order, covering the cost of this work, which he estimates roughly would be some where between $500.00 and $1,000.00. He will try to get a more accurate estimate, and the State Force Order covering this work will be submitted for your approval.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: Clay Cornett

RECEIVED
JUN 29 1951
OFFICE OF
CONSTRUCTION ENGINEER

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FOR FILING

71-174(9)

3477

June 21, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Cascade Locks-Herman Creek Road Section
F.A.P. Oregon FI-174(9)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 17 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

ds
cc G. S. Paxson
C. A. Gardner

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FORM E-30X 25M 9-49 34893

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1951

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The Subcontract between Babler & Rogers, and Warren Northwest, Inc., covering items 30 to 38 inclusive, on Contract No. 3477, Cascade Locks - Herman Creek Road Section of the Columbia River Highway, Ore. F.I. 174 (9), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk (2)

NOTED
W. C. WILLIAMS

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3477

April 12, 1951

Babler and Rogers
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3477 which was awarded to you on March 16, 1951 by the State Highway Commission, covering construction of bridge, grading and paving on the Cascade Locks-Herman Creek Road Section of the Columbia River Highway in Hood River County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encl. 1

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FI-174
3477

3547

April 5, 1951

Mr. C. G. Polk
Acting District Engineer
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Herman Creek Bridge
Oregon FI 174(9)

Reference is made to your letter of March 9, concerning the placing of fill around the end bents of the Herman Creek Bridge.

The Herman Creek Bridge foundation is in a heavy gravel and boulder formation, the character of which seems so obvious that we did not go to the expense of making foundation borings. Since that time, we have sent our drill rig to the job and find that the formation is as we anticipated and that there is no danger of settlement from the approach embankment. Our drill hole extends to the foundation elevation, which is 12 feet below the ground surface and 4 feet farther into the supporting strata.

The construction of the columns and then filling around them prior to the placing of the superstructure would very materially increase the cost of the project and would be entirely unnecessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

ASSIGNMENT

No. 25
By

rch 12, 1951

escription: C. G. Polk's letter of March 9 regarding memorandum from Washington office on Herman Creek Bridge (FI 174 (9)

Acknowledged by _____ Referred to _ Paxson ✓ _________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxx Please prepare for __ Mr. Baldock's ________ signature

Assignment executed 4-5-51 Report received ________

Remarks: PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRIC
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

March 9, 1951

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W. C. WILLIAMS
FOR FILING

[illegible]
W. C. WILLIAMS

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The following comment concerning the Herman Creek Bridge, included in Oregon Project No. FI 174 (9), was contained in a recent memorandum from our Washington Office.

> "The fill around the end bents of the Herman Creek Bridge should be placed before the concrete above the column hinges is placed. This will reduce the amount of settlement of the superstructure caused by the fill load on the existing ground adjacent to the column footings."

The foundation data usually furnished on the layout sheet was omitted in this instance, and we approved the plans on the basis of verbal information from your office that the material was gravel and small boulders. We do not know the extent of your subsurface exploration at this site, but unless the gravel and small boulders is a deep strata and is not underlaid by softer materials of a compressible nature, the placing of the approach fills prior to completion of the superstructure is a good suggestion. Its adoption will minimize the chances of future difficulty such as has been experienced at the east end of the Sauvies Island Bridge.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

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MAR 29 1951
FOR FILING

71-174(9)

3477

March 28, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on March 26, 1951 on Contract No. 3477, Cascade Locks-Herman Creek Road Section, in connection with Federal Aid Project No. FI-174 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

WCW:ple

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3477

AGENDA
APR 12 1951

March 16, 1951

Babler Bros. & Rogers Construction Co.
1617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3477 for grading and paving, grading and oil mat surfacing, and construction of one reinforced concrete bridge and two reinforced concrete box culverts on the Cascade Locks-Herman Creek Road Section of the Columbia River Highway in Hood River County. This award was based on your low bid of $434,505.00 submitted on February 27, 1951.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc-H. G. Smith
Goldie Lewis
S. H. Probert
G. S. Paxson
L. R. White

P/C filed

S&C

SERVICE
service desired;
message will be
l rate telegram

L RATE EGRAM	SERIAL
LETTER	NIGHT LETTER

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 16, 1951
4:00 p.m.

Babler Bros. & Rogers Construction Co.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

State Highway Commission awarded you today contract for Cascade Locks-Herman Creek Road Section of Columbia River Highway in Hood River County, based on your low bid submitted February 27, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

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FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

FI-174(9)

3477

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 16, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your telegram of today advising that all rights of entry have been obtained for Oregon Project FI-174(9), Cascade Locks-Herman Creek Road Section of the Columbia River Highway, we hereby concur as of this date in award of contract to Rogers Construction Company and Babler Brothers, Portland, who submitted the low bid for this project at the bid opening of February 27, 1951.

Our concurrence is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

ESTIC SERVICE	
k the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☒	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
MARCH 16, 1951

C. G. POLK
ACTING DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
201 FINANCIAL CENTER BUILDING
233 S. W. 6th AVENUE
PORTLAND, OREGON

YOUR CONCURRENCE REQUESTED AWARD CONTRACT TODAY CASCADE LOCKS-HERMAN CREEK ROAD PROJECT TO ROGERS CONSTRUCTION COMPANY AND BABLER BROTHERS OF PORTLAND. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

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MAR 20 1951
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FORM E-30 25M 11-50 44701

F-174.3

3477

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1951

SUBJECT: City of Cascade Locks
Cascade Locks-Herman Creek Sec.
Columbia River Highway

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

W. C. WILLIAMS

Dear Mr. Williams:

The attached correspondence from Mr. Ness, City Attorney of Cascade Locks, was on my request that they grant us an immediate permit of entry across the city property, in so much as they are withholding the right of way deeds from the city to the state pending settlement of a pole line permit application. I do not know the details of this power line application, and have endeavored to keep it completely apart from the right of way negotiation. However, the new Mayor of Cascade Locks has done his best to use it as a means of consideration.

I understand the deed has been executed by the city, and also, we have a copy of an ordinance passed granting the Highway Department the necessary right of way.

Very truly yours,

J. M. DEVERS

By R L Porter
R. L. PORTER
Ass't. Right of Way Engineer

RLP:ts
Enc.

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1951

SUBJECT:

To: Mr. W. C. Williams

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LEGAL DEPT.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

For your files and information I enclose a letter I received today from Mr. Ness, attorney for Cascade Locks, and you will notice that he has given advice with respect to the city's action concerning encroachment upon city-owned property, which encroachment, I am told, is necessary in connection with highway work.

J M Devers
J. M. DEVERS

JMD:jk
Encl.

S. P. Ness
LAWYER
GUARDIAN BUILDING
PORTLAND 4, OREGON

March 13th,1951

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LEGAL DEPT.

Hon J. M. Devers
Attorney for State Highway Dept
Salem, Oregon

Dear Mr Devers:-

I was authorized by vote oft the City Council of Cascade Locks,on March 12th,1951, to inform you that the State Highway Dept's Agents,Engrs or employees have permission from the City to enter upon any and all portions of the area within the proposed right of way sought from the City,in connection with the road re-location,at and near Herman Creek.

This permit is to cover such period as may elapse while the application of the City for a re-location of its Power Line in the Oneonta Gorge,now being processed and made ready for execution by the City Officials and The Highway Dept.

Very truly
S P Ness
S P Ness
City Atty,Cascade Locks,Ore

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FORM E-30 25M 11-50 44701

FI-174(9)

2477

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1951

SUBJECT: Cascade Locks-Herman Creek

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

Dear Mr. Williams:

All right of way on the above section has either been acquired or is covered by permit of entry. As far as this department is concerned, the contract may be awarded.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Ass't. Right of Way Engineer

RLP:ts

RECEIVED
MAR 3 - 1951
FOR FILING

FI-194(9)

#3477

March 6, 1951

Mr. R. E. Andersen
General Plant Engineer
The Pacific Telephone and Telegraph Company
Portland, Oregon

Dear Mr. Andersen:

This letter is your authority to lower Pacific Telephone and Telegraph Company cable between Highway Stations 205 and 211+50 to an average depth of seven feet, as necessitated by highway improvements between Cascade Locks and Herman Creek on the Columbia River Highway.

Upon completion of the work, you will be reimbursed by the State Highway Commission for the actual cost of the work, which is estimated to be $6,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mb

cc Mr. H. G. Smith
Mr. A. G. Skelton

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, February 28, 1951

Oregon State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. R. H. Balddock

Gentlemen:

Confirming conversation on February 27, 1951 with your Mr. Frank Young and our Mr. P. F. Sandrock, we are hereby presenting our estimate of cost to the State of Oregon for the anticipated rearrangement work on the cables of The Pacific Telephone and Telegraph Company due to proposed highway operations along the Columbia River Highway, Cascade Locks - Herman Creek Road Section:

Cable is to be lowered between highway station 205+00 and 211+50 approximately 700' to an average depth of 7' below existing ground line. Our right of way easement for this involvement is recorded in Book 22 of Deeds, Page 227, Hood River County in the name of Barbara E. Willard.

May we have your authorization to bill The Oregon State Highway Commission for the total actual cost of the work involved which is estimated to be $6,000.00 so that work may be commenced at an early date.

Yours very truly,

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

[illegible]

R. E. ANDERSON
GENERAL PLANT ENGINEER

R. E. Anderson
General Plant Engineer

PFS:ck

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1951
OREGON
COMMISSION

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MAR.
FOR FILES

FI-174(1)

#3477

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 19th, 1951

SUBJECT:

To:

Mr. W. C. Williams
Ass't. State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

With my letter of February 16th in regard to the change at the Columbia Gorge Ranger Station on the Cascade Locks-Herman Creek section, I enclosed a tracing which shows the old detour road and the new, and also a print from a plan prepared by Astrup, showing a general lay out of this section. The print showed the old detour road and also had penciled on it the new detour center line.

This print was sent by mistake, and I would appreciate you returning it, if available, as this is the only print we have here, and it will be needed in discussing this change with the Mt. Hood National Forest.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w

Print with [illegible]

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FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO

FI-174

3117

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX [illegible]
PORTLAND 8, OREGON

February 16, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our previous notification that individual project program change requested January 31, 1951, revising the cost and length of item 104, Project FI-174(9), Postwar Federal Aid Primary Highway Program has been approved effective February 8, 1951.

The item will now appear on the program as follows:

Item	104
County	Hood River
Project No.	FI-174(9)
F.A. Route No.	1
State Route	U.S. 30
Termini:	Cascade Locks to Herman Creek
Estimated Project Cost:	
Total	$572,000
Federal	302,000
State	270,000
Length	2.87 miles
Character of Work Proposed	Grading, draining, bridge, 2-lane high type pavement.

NOTED
W. C. WILLIAMS

copy to Probert.

Very truly yours,

T. M. Davis
T. M. Davis
District Engineer

RECEIVED
FEB 28 1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

41-144 (2)

February 14, 1951

C O P Y

NOTED
W. C. WILLIAMS

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Re: File 16683

Dear Mr. Althof:

Mr. R. L. Porter, Assistant Right of Way Engineer, has advised me that a day or so ago he was talking to Mr. Ralph Baesinger over the telephone and that Mr. Baesinger had stated a letter of explanation would be appreciated relative to the situation which has developed in connection with the desired easements on the Cascade Locks-Gorton Creek Section.

On September 11, 1950, I forwarded to you copies of our Drawing 5B-34-20 and at that time advised that the shaded area at the extreme easterly end of the map might be disregarded. This particular area covered only a portion of a further encroachment which it was anticipated would be shown on map covering section between Gorton Creek and Viento. At that time the map on the Gorton Creek-Viento Section had not been prepared and, in fact, it has not yet become available to us.

At the time of my letter to you of September 11th, it was my understanding that the project contemplated would all lie west of the area at the east end of the Cascade Locks-Gorton Creek Section which you were advised might be disregarded. It is my present understanding that such has not proven to be the case.

Mr. Porter advises that Mr. Baesinger informed him that the necessary data for correction of the situation had been secured from our Resident Engineer Norberg so there is nothing further to be given to you at this time.

Please accept my sincere personal regrets for the unfortunate development in this matter.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:ms
cc Mr. F. J. Betz
Mr. H. G. Smith

EIVED
1951
OR FILING

FORM E-30 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9th, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to the estimates of cost of the Cascade Locks-Herman Creek Road and Herman Creek Road-Gorton Creek sections of the Columbia River Highway, it is found that on January 22nd, 1947, I prepared estimates for these sections which totaled respectively $346,200 and $907,700. On December 14th, 1950, detailed estimate was received for the Cascade Locks-Herman Road Section amounting to $526,000 exclusive of the Herman Creek bridge, and on November 10th, 1950, estimate was received for the Herman Creek Road-Gorton Creek Section amounting to $1,016,000 exclusive of the Gorton Creek bridge.

The main differences in the 1950 estimates over the 1947 were due to an increase in the unit prices and to change in character of surfacing and paving. In the case of the first section $18,000 was added to cost of clearing, $85,400 added to excavation, due to unit price increases from 30 and 80 cents to 70 cents and $1.00 respectively, $55,000 added to base and shoulders, quantities being nearly doubled, and pit run gravel at $1.10 changed to 3" - 0" at $1.60 and $2.00, and $40,000 added to paving, representing a heavier pavement than contemplated when Kirkwood made the survey about 1944, and $25,800 added to the percentage allowance. On the Herman Creek-Gorton Road Section $7,800 was added to clearing, $75,600 was added to excavation, mainly caused by estimating cost at 80 cents per yard, while in the original estimate, common was at 30 cents and solid at 80 cents, almost $120,000 increase in surfacing and paving for the same reasons as cited for the other section, and $30,000 increase in percentage.

Note that the increases in the unit price for excavation and the increased cost of surfacing, due somewhat to increase in price, but mainly to change in character of surfacing and paving, account for the major differences in the two estimates.

Very truly yours,

H W Libby

H. W. Libby
Chief Locating Engineer

HWL:AR

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FI-174(9)

3477

File

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

February 14, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon Project FI-174(9), Cascade Locks-Herman Creek Road Section of the Columbia River Highway.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Copy + Encls to Probert

Encls.

NOTED
W. C. WILLIAMS

RECEIVED
FEB 14 1951
FOR FILING
OREGON DIVISION
MONTANA
OREGON
IDAHO
WASHINGTON

FI 174 (9)

5177

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

February 12, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. FI-174(9), Cascade Locks-Herman Creek Road Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending execution of an easement with the Union Pacific Railroad Company covering encroachments upon their right of way.

Approval for advertising is not to be construed as assurance that required steel products involved can be secured either with or without priority.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

FORM E-129X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

February 6, 1951

FI-174(9)
#3477

Oregon State Highway Commission

NOTED
W. C. WILLIAMS

Gentlemen

Two of the projects being advertised for receiving of bids on February 26-27 will exceed the allotment by amounts in excess of 10%.

On the Big Creek Section of the Oregon Coast Highway between Agate Beach and Newport, the allotment is $214,000. The present estimate of cost is $264,000, which is an increase of 23%, caused principally by increase in prices.

F-133(13)
#3471

On the Cascade Locks-Herman Road Section, the allotment is $350,000, and our present estimate of cost is $537,000. This is a very material increase in cost, and the overrun is only partially the result of higher prices. The remainder represents an error in the computation of the estimate which was worked up last May.

X

I am bringing these matters to your attention at this time, with the recommendation that additional project authorization be approved if favorable bids are received at the next letting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. S. H. Probert

RECEIVED
FOR FILING
7194
3177
~~Mr. W. C. Williams~~

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 2, 1951

SUBJECT: File 16683

To: Mr. S. H. Probert
Office Engineer

OFFICE

[illegible]
W. C. WILLIAMS

Dear Mr. Probert:

Last Friday I discussed with Mr. L. W. Althof, District Engineer, personally, and with Mr. F. J. Betz by telephone from Mr. Althof's office, the matter of easement covering railroad encroachments on the Cascade Locks-Gorton Creek Section of the Columbia River Highway.

No word had then been received from Omaha releasing the easement but I was able to discuss with Mr. Althof and Mr. Betz the general tenor of the instrument which is yet to be prepared. Mr. Althof advised me that there are no special or unusual conditions on this project which should involve any particular obligations being assumed by the State and I was advised that the protective liability insurance called for by the Dodson-Bonneville project would be acceptable in this case. That particular project is covered by Contract No. 3238 awarded to Peter Kiewit Sons' Company on October 24, 1949.

I, therefore, think that in writing the special provisions for the project now proposed, the language used on pages 48, 49, and 50 of the Special Provisions for the Dodson-Bonneville project can be followed with the following exceptions:

> Mr. Betz advised me that the Railroad Company, or Companies, now have largely taken over the interests of The Western Union Telegraph Company and it was suggested that the insurance apply only to that Company as its interests may appear.
>
> Also, it is noted that in the Dodson-Bonneville contract the clause on page 50 reads, "O. W. R. & N. Company (Union Pacific Co.)" I think the correct designation is Union Pacific Railroad Company, Lessee.

Summing up the above two paragraphs, I would suggest that the paragraph referred to on page 50 of the Dodson-Bonneville Special Provisions provide that insurance be furnished to "Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) and The Western Union Telegraph Company as its interests may appear."

File 16683

I hope to have some information on the easement itself in the very near future but, in the meantime, I believe you will be reasonably safe in preparing the special provisions on the basis above outlined, at least so far as the Railroad Companies and Telegraph Company are concerned.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:ms

cc: Mr. W. C. Williams ✓

1950

FOR FILING

October 13, 1950

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

This is in answer to your letter of September 25, transmitted through Mr. DeSouza, requesting further information on the encroachments from Cascade Locks to Gorton Creek, Map 5B-34-20, and discussion on the Roberts' projection. This week I believe you and Mr. Smith ironed out all the details of the Roberts' projection on the ground, at which time you approved our location except for the approach at Mosier. We have modified the Mosier approach to fit your proposed revisions.

I am attaching additional information concerning the station numbers of the beginning and ending of the encroachments, together with the widths from the railroad center line, based upon railroad maps furnished us in 1941. We made a very careful traverse of your railroad at that time, and there should be no difficulty in adjusting any slight changes which you have made in your stationing by comparing them with the former maps.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. J. W. DeSouza

CASCADE LOCKS-GORTON CREEK

ENCROACHMENTS

Railroad Station	Parcel No.	Distance from Railroad Centerline to Edge of Encroachment
316+30	1	50 Feet
317+55		30 "
330+95		30 "
333+43	2	35 Feet
346+50		35 "
350+30		50 "
401+13.1	3	92 Feet
403+15		50 "
412+13		50 "
413+30		93 "
420+00		30 "
427+30		30 "
432+79		114 "
438+10		123 "
440+12		113 "
426+61	16 Back Line	283 Feet
436+75		386 "
440+12		263 "
447+95	4	50 Feet
451+50		50 "
470+46.34	5	229.81 Feet
478+75		100 "
480+00	6	88 Feet
480+80		33 "
484+02		56 "
488+43	7	30 Feet
492+84		30 "
495+81		50 "
499+14	8	30 Feet
502+75.3		30 "
512+55	9	50 Feet
513+42		30 "
517+21.5		30 "

I notice they have shown the beginning of an encroachment at the end of the Cascade Locks–Gorton Creek Section, but plan to show the entire encroachment on the next map. Inasmuch as it will be some time before we can get the other map ready, I suggest this encroachment be given Number 10-A and included on this map, being written as follows:

Beginning at a point on line between T. 3 N., R. 8 E., W.M., and T. 2 N., R. 8 E., W.M., 736 feet east of corner common to Sections 35, 36, 2 and 1, thence N. 84+ 21' 30" to a point on the north and south centerline of Section 36, 175 feet north of the corner between Sections 36 and 1.

Cascade Locks-Gorton Creek

SLOPE EASEMENTS

Railroad Station	Parcel No.	Distance from Railroad Centerline to Edge of Easement
315+95	1	50 Feet
316+55		20 "
323+30		20 "
403+15	3	50 Feet
404+17 = 350+18		22 "
404+57		50 "
448+83	4	30 Feet
450+90		30 "
488+43	7	20 Feet
492+84		20 "
499+14	8	20 Feet
502+75.3		20 "
514+85	9	24 Feet
517+21.5		24 "

UNION PACIFIC RAILROAD COMPANY
851 Pittock Block
Portland 5, Oregon

C
O
P
Y

September 25, 1950

Mr. J. M. Devers
Chief Counsel
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. J. W. DeSouza
Asst. Counsel

(cc: Mr. L. A. Collins
Mr. D. J. Callahan
Mr. R. F. Shields
Mr. A. McAllister)

Dear Sir:

Referring to your letter September 11, 1950, file 16683, concerning encroachments on Cascade Locks-Gorton Creek Section of Columbia River Highway:

Examination of the prints of your drawing 5B-34-20 indicates that the proposed location has not respected the Roberts' projection in the vicinity of Parcels 3 and 8. At a meeting between Mr. Baldock and Mr. Perkins, our Chief Engineer, in April, it was agreed that the Roberts' projection would be respected.

Will you please give further consideration to your projections at these locations.

Regarding the various parcels over which easements are desired, it is noted that in several instances additional information will be required before descriptions can be prepared, particularly where the boundary of the area is not parallel to the center line of track. The distance from the railroad center line and the Railroad stationing should be given at each break in the easement or slope easement boundary line. In the case of Parcel 16 near Railroad Mile Post 48, it is believed tie between the Highway center line and the west line of Section 34 should be given in addition to distances left of the center line to the easement line.

Also, with regard to the portion of line in the vicinity of Parcel 16, it is desired that more sections be shown between Highway Stations 370 and 386. Your maintenance engineers will recall that this section of line has been a source of trouble due to springs in the higher ground. Since the Railroad found it necessary to acquire all of Lot 3 in order to properly control the trouble, I am very much concerned as to Highway's proposals through this area. I will be glad to go over this situation with Mr. Smith or others at a convenient time.

Further handling of the matter will await the information and revisions requested above.

Yours truly,

/s/ L. W. Althof

[illegible]
No. of the [illegible]
[illegible] way in [illegible]

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1951
FOR FILING

3-1022

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 14, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3478	4 Final	Warren Northwest, Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
21701	R-29705	$ 500.00	Dec. 13, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

D B Taylor
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: None

Completion Date: Aug. 31, 1951

Date Accepted: Nov. 8, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-14-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 1951

D B Taylor

RECEIVED
DEC 3 1951
FOR FILING

2-1033

3/1

December 3, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State highway contract No. 3478 for work performed on the Philomath ('F' St.-'H' St.) Section on the Corvallis-Newport Highway in Benton County was completed by the contractor, Warren Northwest, Inc., on August 31 and was formally accepted by the Highway Commission on November 8, 1951.

Final payment in the amount of $500 will be released to the contractor on or after December 13, 1951. The total contract amount is $13,523.80, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

2-10[illegible]

3478

November 15, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest,Inc. on contract No. 3478, for grading and paving on the Philomath 'F' St.-'H' St.) Section of the Corvallis-Newport Highway in Benton County.

This payment, in the amount of $5,364.13, will be made to the contractor on or after November 25, 1951. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowlodge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 23, 1951, 19

Section Philomath (F St.—H St.)	Kind of work Grading & Paving
Highway Newport-Corvallis	Section prefix 2-1022
Contractor Warren Northwest Inc.	Contract number 3478
Date of contract April 12, 1951, 19	Date of completion Sept. 30, 1951, 19
Date work started April 30, 1951, 19	Estimated date of completion Aug. 31, 1951, 19
Amount of contract $15,914	Per cent of time elapsed 38 %

Estimated cost of completed project, exclusive of engineering $15,914

Per cent of contract completed, based on total contract price . . . . 90 %

Engineering cost to date $ 900, 5.6 % Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placed paving Friday. Seal Coat will be placed when the Seal coat is placed on the Alder Creek-Philomath Section.

NOTED
H. W. LIBBY

NOTED
H.G. SMITH

NOTED
B. A. MARTIN

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.21				.21
Miles partially completed					.21
Miles completed	.21				
Total estimated quantities	660				880
Estimated quantities moved or placed to date	660				670
Average daily quantities					670
Average daily quantities necessary to complete project on time	completed				completed
Number shifts per day					1
Hours per shift					10
Average force on project for week					25

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers ...., Crushing or screening paving plants 1

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., paver 1, ..., ...

	WEATHER	HRS DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 27 1951
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 36842

RECEIVED
FOR FILING

2-1022

3478

May 11, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3478, which was awarded to you on April 12, 1951 by the State Highway Commission, for grading and paving on the Philomath ('F' St.-'H' St.) Section of the Corvallis-Newport Highway in Benton County. This copy is for your records and files.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
APR 17 1951
FOR FILING

3478

April 16, 1951

Warren Northwest, Incorporated
Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3478 for grading and paving on the Philomath ("F" Street-"H" Street) Section of the Corvallis-Newport Highway in Benton County. This award was based on your low bid of $15,914 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ebr

cc S. H. Probert

RECEIVED
OCT 2 1950
FOR FILING

2-1022

3478

file

September 13, 1950

1960

Gordon T. Larson, City Councilman
Post Office Box 938
Philomath, Oregon

Dear Mr. Larson:

I shall bring to the attention of the State Highway Commission and the State Highway Engineer your letter of September 11, 1950, regarding the proposed improvement of US20 through the town of Philomath.

In the fourth paragraph of your letter you request that your letter be considered an application for 1951 "Special Need" Street Work in Philomath, and you mention three city street projects. I believe what you have in mind is the securing of state aid under the provisions of the State Tax Street Fund Law, and if that is the case I am sure the State Highway Engineer will have someone investigate what you have in mind so the information will be available in the formulation of next year's program for such funds.

Respectfully yours,

HBG/fm

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - Members of the Commission
R. H. Baldock
W. C. Williams

See Fin Acc
Allocations
to Cities
9-14-50

wner
ne: 6925
dence: 723

WILLIS G. HEALD, Office Mgr.

LARSON LUMBER COMPANY
Manufacturers of
PACIFIC COAST FOREST PRODUCTS
P. O. Box 938
PHILOMATH, OREGON

Sept. 11, 1950

COPIES TO COMMISSIONERS
R. H. Baldock
W. C. Williams

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer,
Secretary.

Gentlemen:

This will acknowledge receipt of letter dated Aug. 31 relative to request of Philomath for improvement of Highway 20 through Philomath.

I note that it is the intention of the Commission to include the improvement of the highway through Philomath with a projected further improvement of the Alsea Highway, if that project materializes. I believe I speak for the City Council and a majority of the residents when I say that I sincerely hope this project materializes and, if the Alsea Highway project does not materialize, that some plan may be developed for the Philomath improvement.

The increased traffic on our gravelled streets during the dry weather is bringing complaints of excessive dust and there is some talk of wanting paved streets in some districts but we feel that such improvement must await improvement of Highway 20.

In this connection, please consider this an 'Application for 1951 "Special Need" Street Work for Philomath, Ore. We have at least three streets, which I believe can be considered under this program, as follows:

South G -Beaver Creek road
South M - Old Corvallis road
I - to Ellis Planer and Bayless Lbr Co. sawmill

Please advise whether there is anything more that I, or the Philomath City Council can do to help these projects along.

Sincerely yours,
Gordon T. Larson
Philomath City Councilman.

RECEIVED
SEP 12 1950
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER
ACKNOWLEDGED

RECEIVED
[illegible] 1950
FOR FILING

6-m
Aug. 21-22

August 31, 1950

Gordon T. Larson, City Councilman
P. O. Box 834
Philomath, Oregon

Dear Mr. Larson:

At the meeting of the State Highway Commission on June 14, 1950, members of the Philomath City Council appeared before the Commission and requested the improvement of Highway 20 through Philomath. You were present at such meeting and will recall that the Commission referred the matter to the Engineer for investigation and report.

The investigation has been made and the Engineer rendered his report to the State Highway Commission at its meeting last week. The Commission could not see its way clear to approve the project for immediate undertaking, but instructed me to inform you that it has in mind the improvement of another section of the Alsea Highway in its next construction program, particularly the eleven-mile section fromPhilomath [illegible] to Alder Creek, and if that project materializes it will be the intention to include in that contract the improvement requested by the City Council, through Philomath.

The federal monies upon which the Highway Commission will base its next construction program have not as yet been authorized by the Congress, and the Commission is without definite knowledge of the amount that will be available. The project mentioned above, therefore, is only tentative. The program may have to be changed to fit conditions which may obtain at the time the program is definitely made up.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

RECEIVED
AUG 21 1950
FOR FILING

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1950

W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Sir:

Reference is made to Record of Assignment No. 1960 WCW, pertaining to a request from the City of Philomath for the improvement of the Corvallis-Newport Highway to full width street to alleviate dust conditions during the summer months and muddy conditions during the winter months.

Mr. Walker, Assistant Division Engineer, has phoned in the following information:

The requested improvement is approximately 2½ blocks long, and in his estimation would require a complete project, as the present base is inadequate, the storm sewer is very inadequate and the drainage conditions are very poor. He makes an estimate based on a 56' street between curbs with an 8" base, 5" asphaltic concrete together with curbs and adequate storm sewer at $44,000.00.

In discussing this matter with the City Officials he discovered that they are contemplating the installation of a sanitary sewer down this street, and he strongly recommends that no work be done until such time as a sewer installation is completed.

Mr. Smith has not had a chance to review these data, but I note that the Philomath City Council is appearing before the Commission on July 11 and it would appear necessary that you have the above information.

Very truly yours,

H. G. Smith
Construction Engineer

1000

By: Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:es

June 20, 1950

ASSIGNMENT

No. 1960 wcw
By

Description: Copy of Mr. Glaisyer's letter of June 19 and copies of a letter by Gordon T. Larson under date of June 16 and another letter by Gorden T. Larson of the same date re paving US20 (Corvallis-Newport Highway)

Acknowledged by _____ Referred to Smith ✓

XXX Investigate and report with recommendation & est. of cost
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature

Assignment executed 7-7-50 Report received ______

Remarks:

June 19, 1950

Gordon T. Larson, City Councilman
P. O. Box 834,
Philomath, Oregon

Dear Councilman Larson:

This acknowledges your letter of June 16, and the enclosed letter directed to the State Highway Commission, in which the Commission is requested to pave US20 (Corvallis-Newport Highway) full width between curbs, in order to alleviate dust conditions during the summer months and muddy conditions during the winter months. You asked for a meeting with the State Highway Commission in July to present your request in person.

The Highway Commission will be pleased to give you a hearing on this subject. Its July meeting is scheduled to be held in Portland on Monday and Tuesday, July 10 and 11. Delegations will be heard on the second day of the meeting, Tuesday the 11th. I am reserving for your convenience fifteen minutes' time on that day, starting at 11:00 a.m., which I hope is satisfactory. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel.

I am referring copies of your letter to the individual members of the Commission for their advance information, and am also sending a copy of it to the State Highway Engineer so he will be in a position to advise the Commission when the matter comes up for discussion.

Respectfully yours,

HBG/fm

Secretary
OREGON STATE HIGHWAY COMMISSION -

cc - Members of the Commission
R. H. Baldock
W. C. Williams

LARSON LUMBER COMPANY
Manufacturers of
PACIFIC COAST FOREST PRODUCTS
Phone 723 • P. O. Box 834
PHILOMATH, OREGON

AGENDA
JUL 11 1950

D

June 16, 1950

Mr. Herb Gleiser, Sec.,
State Highway Commission,
Salem, Oregon.

Dear Mr. Gleiser:

Enclosed herewith is a letter to the Highway Commission relative to the paving of Highway No. 20 through Philomath, Ore.

We are very desirous of eliminating the unsanitary conditions arising from dust and dirt in the dry months and mud and water in the winter and, since complete pavement seems to be the obvious answer, we would like to arrange for a committee from Philomath to meet with State Highway Commission at the July, 1950 meeting.

Please advise if such an appointment can be had and what other action, if any, should be taken at this end in the meantime.

Very truly yours,
Councilman Gorden T. Larson

Gorden T. Larson

COPIES TO COMMISSIONERS
R.H. Baldock
W. C. Williams

11:00 AM
July 11, 50

ANSWERED
H. B. GLAISYER

D

LARSON LUMBER COMPANY
Manufacturers of
PACIFIC COAST FOREST PRODUCTS
Phone 723 • P. O. Box 834
PHILOMATH, OREGON

June 16, 1950

Oregon State Highway Commission,
Salem, Oregon

Re: Pavement - Highway No. 20
Philomath, Oregon.

Gentlemen:

While President of the Philomath Lions Club in 1949 and as a present member of the Philomath City Council I have been asked a number of times about contacting the State Highway Commission in regard to the paving of State Highway No. 20 through the city of Philomath.

This improvement is desired by the merchants of the town, by the City Council and members of the Lions club.

At the present time dust and dirt collects along the highway and blows into offices, stores and restaurants resulting in unsanitary conditions. In the winter water and mud collects in low spots and chuck holes and splashes on cars and pedestrians and often makes walking on Main street in Philomath an unhappy experience.

Also traffic in and through Philomath has increased with the increase in Benton county population and the paving of this street would help us considerably in the parking and policing problems, enabling us to designate parking spaces and increase parking facilities, thus elimenating some of the hazardous double parking.

Very truly yours,

Councilman Gorden T. Larson

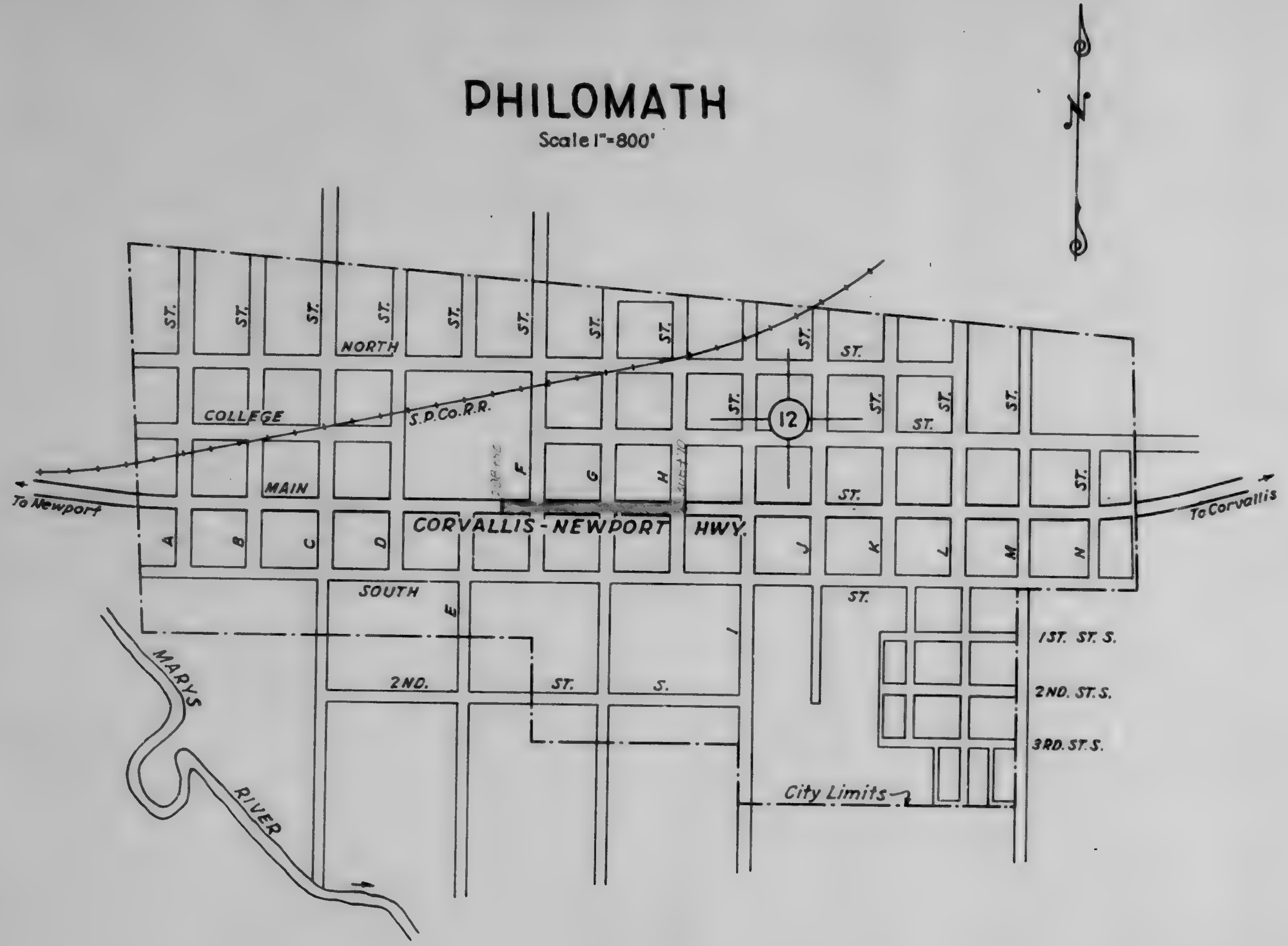
Gorden T. Larson

RECEIVED
JUN 19 1950
OREGON
STATE HIGHWAY COMMISSION

COPIES TO COMMISSIONERS
R.H. Baldock
W.C. Williams

PHILOMATH

Scale 1"=800'


N
NORTH
ST.
COLLEGE
S.P.Co.R.R.
MAIN
12
To Newport
To Corvallis
CORVALLIS-NEWPORT HWY.
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306+70
SOUTH
2ND.
ST.
S.
1ST. ST. S.
2ND. ST. S.
3RD. ST. S.
City Limits
MARYS
RIVER

6-1215 McCullough Bridge over Coos
Bay at North Bend (Pa[illegible])
#3179

RECEIVED
53
FOR FILING

A-4015

3479

April 29, 1953

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Attention: Mr. K. M. Mace

Gentlemen:

Final payment to Larsen Brothers on State Highway Contract No. 3479 for painting the McCullough Bridge in Coos Bay will be made within a few days in the amount of $4,050.00. This if very close to the figure of $4,096.72 mentioned in your letter of April 28.

Although Larsen Brothers had some difficulties on the Coos Bay bridge and considerably overran the original time-limit, it is felt by those who are in contact with them that they are good painting contractors. A number of claims were filed on this job, but to the best of our knowledge all of them have been taken care of.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

H. T. HANSEN, Pres. I. C. ROWLAND, Secy.

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO

April 28, 1953

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

3479

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer
Secretary

RE: Harold E. Larsen d/b/a Larsen Brothers.

Gentlemen:

Under date of March 30th, 1953, Mr. Larsen submitted to us a financial statement for the purpose of establishing a line of surety credit. He states therein that, as of that date, the State of Oregon was indebted to him in the amount of $4,096.72, the balance due on the $61,000.00 contract for painting the McCullough Bridge in Coos Bay. [illegible]

We will appreciate your confirmation of that figure, along with your comments as to Mr. Larsen's ability, capability, etc. as a painting contractor and your experiences with him.

Thanking you for your cooperation, we are

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

K. M. Mace

K. M. Mace, Asst. Mgr.
Surety Bond Department

zlc

RECEIVED
1953
FOR FILING

[illegible]
3479

Salem, Oregon
April 28, 1953

Mr. C. H. Maison
Manager, Accounting Division

Attention: Mr. Don Taylor

Dear Mr. Maison:

As per our telephone conversation of this afternoon we have attached three copies each of a letter written by W. P. Fuller Company and a letter written by the Rodda Paint Company in which they release their claims against Larson Brothers on State Highway Contract No. 3479.

The purpose in forwarding these copies of the notice of release letters is that the final payment warrant now being held in your office may be re-drawn and sent directly to Larson Brothers.

Very truly yours

Acting Secretary

FAQ:md

RECEIVED FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 24, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
6-4215 3479	13-final	LARSEN BROTHERS	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
7110	R-64700	$ 4,050.00	4/24/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wiklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: Extended to Nov. 29, 1952 with penalty

Completion Date: Nov. 20, 1952

Date Accepted: Jan. 6, 1953

Penalties: A Time Extension was assessed

Claims: None outstanding of record

Remarks:

Warrant was returned to Sec'y of State to have assignment dropped from warrant - then mailed out to Larsen Bros. aaw

APR 29 1953

Date: 4-28-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Acting Secty

4-29-53

Warrant Mailed: APR 29 1953

(To Larsen Bros. direct) A. A. Wiklander

RECEIVED
APR 7 1953
FOR FILING

C-421

3479

April 7, 1953

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State Highway Contract No. 3479 for painting the Coos Bay Bridge on the Oregon Coast Highway was completed by the contractor, Larsen Brothers, assigned to Rodda Paint Co. and W. P. Fuller & Co., on November 20, 1952 and was formally accepted by the Highway Commission on January 6, 1953.

Final payment in the amount of $4,050.00 will be released to the contractor on or after April 17, 1953. The total contract amount is $59,153.28, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: Mr. J. E. Finke
Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
4-7-53

RECEIVED
1953
FOR FILING

6-415
3479

MANUFACTURERS
PAINTS • VARNISHES • LACQUERS

Rodda
PAINT COMPANY
SERVICE OUR SPECIALTY
6932 S. W. Macadam Ave.
PORTLAND 1, ORE.

DISTRIBUTORS
BRUSHES • TOOLS • SANDPAPER

February 24, 1953

Oregon State Highway Department
Coquille, Oregon

NOTED
C. A. GARDNER

Attention: Mr. Eugene Ash

Dear Sir:

Enclosed is a copy of the Bill of Lading shipping 75 gallons of Brown Second Field Coat No. 5-51 that will replace the paint furnished by you to the Larsen Brothers Paint Company of Tacoma, Washington, on the Mc Cullough Bridge.

We believe that this shipment of paint completes the various transactions on this contract No. 3479.

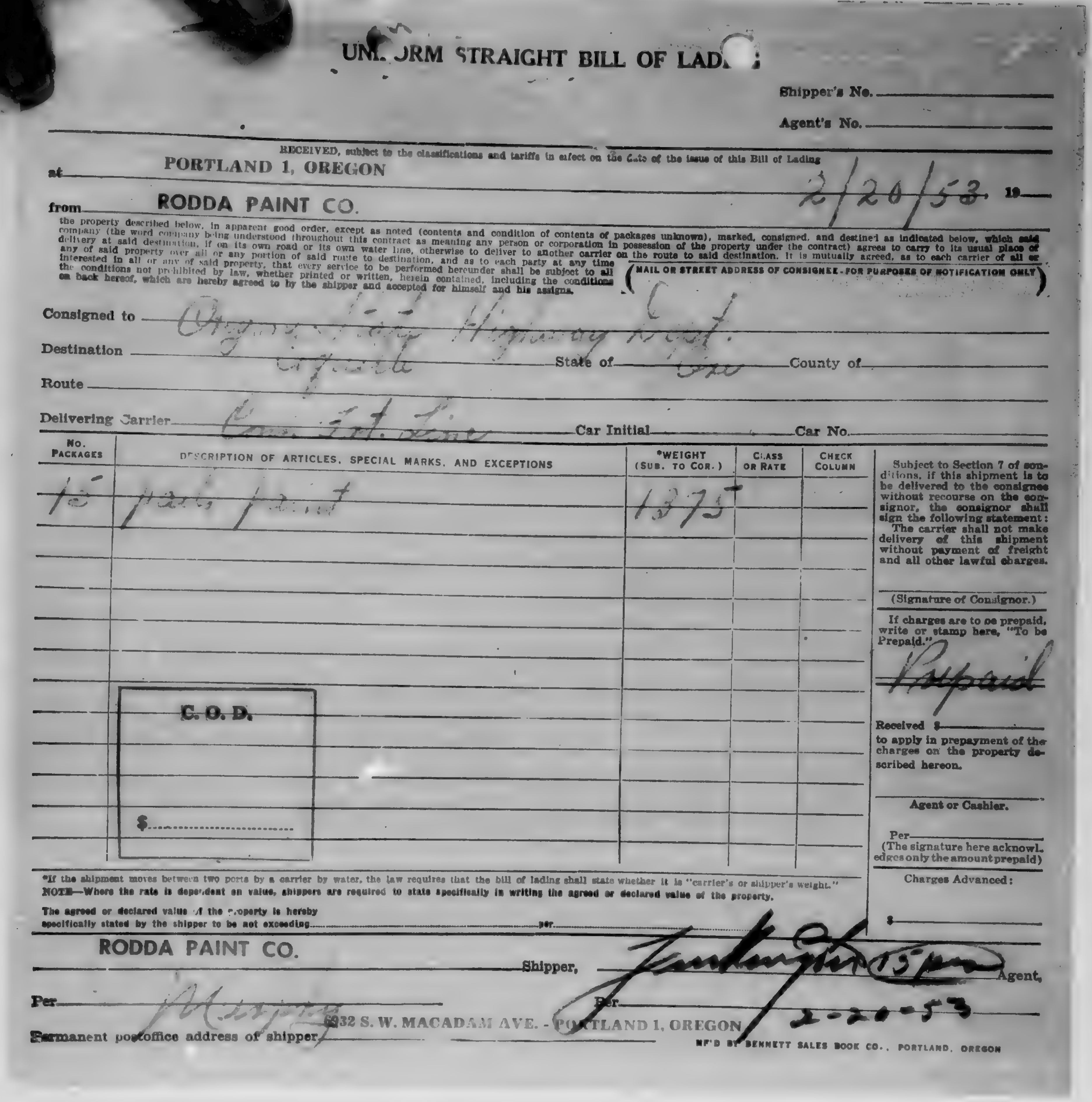
Very truly yours,

RODDA PAINT COMPANY

By E C Baumgardner
E. C. Baumgardner
Credit Manager

ECB:sh
enc:
cc: Mr. H. B. Glaisyer ✓
Secretary

RECEIVED
FEB 25 1953
HIGHWAY COMMISSION
DEPARTMENT



UNIFORM STRAIGHT BILL OF LADING

Shipper's No.

Agent's No.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading

at PORTLAND 1, OREGON 2/20/53 19

from RODDA PAINT CO.

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(MAIL OR STREET ADDRESS OF CONSIGNEE - FOR PURPOSES OF NOTIFICATION ONLY)

Consigned to Oregon State Highway Dept.

Destination [illegible] State of Ore County of

Route

Delivering Carrier Con. Frt. Line Car Initial Car No.

No. Packages	Description of Articles, Special Marks, and Exceptions	*Weight (Sub. to Cor.)	Class or Rate	Check Column
15	pails paint	1375		

C. O. D.

$

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of Consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Prepaid

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid)

Charges Advanced:

$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

RODDA PAINT CO. Shipper, 15 pcs Agent,

Per Per 2-20-53

Permanent postoffice address of shipper 6932 S. W. MACADAM AVE. - PORTLAND 1, OREGON

MF'D BY BENNETT SALES BOOK CO., PORTLAND, OREGON

RECEIVED
FEB 26 1953
FOR FILING

6-4.215

3477

Lewis

February 20, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

We acknowledge with thanks your letter of February 16 to which was attached three copies of a claim filed with your office by the Coos Bay Tug and Barge Co., Inc., against Larsen Brothers on State Highway Contract No. 3479 in the amount of $39.14. Also attached was a copy of a letter from the Coos Bay Tug and Barge Company advising that this claim of $39.14 had been paid.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Feb. 16, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Coos Bay Tug & Barge Co. Inc., against the bond taken from Larson Brothers, Principal, for painting the McCullough Bridge at North Bend, Oregon, amounting to $39.14, Highway Contract No. 3479.

We have also received and filed as of this date a satisfaction of the above claim.

Three copies of the claim are enclosed for your information and files, together with a copy of the letter of satisfaction.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

FF:M
Inc.

RECEIVED

Lighterage

COPY

COOS BAY TUG & BARGE CO., INC.
Telephone 5-2162

Mail address
Box 186
Coos Bay, Oregon

Office and Moorage:
Highway 101 Between
Coos Bay- North Bend

February 13, 1953

Secretary of State,
Salem, Oregon

Dear Sir:-

Referring to our letter dated 12th Feby. 1953, in regard to account of Larson Brothers for claim in connection with their Contract No. 3479 with Oregon State Highway Commission:

We have this date received check from Larsen Brothers in the amount of $39.14 in full settlement of our claim.

Yours very truly,

COOS BAY TUG & BARGE CO INC

BY [illegible]
Secretary

2-13-53

[illegible]wing Lighterage

COOS BAY TOW & BARGE CO., INC.
Telephone 5-216[illegible]

Mail Address
Box 186
Coos Bay, Oregon

Office and Moorage:
Highway 101 Between
Coos Bay - North Bend

February 1[illegible], 1953

Secretary of State,
Salem, Oregon

Dear Sir:-

Notice is hereby given that the undersigned, Coos Bay Tug & Barge Co Inc., has a claim for tug service furnished the Larson Brothers of Tacoma, Wash., in connection with their contract No. 3479 with the Oregon State Highway Commission for painting the McCullough Bridge at North Bend, Oregon, the said claim amounting to $39.14 and having been billed under date of 2[illegible] Sept 1952, which service having been ordered by Larsen Brothers under their purchase order No. 2791/

Yours very truly,

COOS BAY TUG & BARGE CO INC

BY H. A. [illegible]
Secretary

ENDORSED

File No. 3388
Filed-February 16, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
FOR FILING

6-411

—

3479

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

February 16, 1953

Re: 1135

Rodda Paint Company
6932 S. W. Macadam Avenue
Portland 1, Oregon

Gentlemen:

Inclosed is Warrant No. R-59426 assigned to your firm in the sum of $5,153.28 by Larsen Brothers to cover Estimate 12 of their Contract No. 3479 for painting Mc Cullough Bridge on U. S. 101 at North Bend, Oregon.

Payments covering the semifinal and final estimates for work performed under this contract will be forwarded in their regular course.

Yours very truly,

R. H. BALDOCK
State Highway Engineer

By____________________
J. G. Herr
Ledgers Supervisor

w
encl.
cc: W. P. Fuller & Company
3301 S. Lawrence Street
Tacoma 1, Wash.

Larsen Brothers
1944 S. Wilkeson Street
Tacoma, Wash.

Mr. H. B. Glaisyer ✓

REFERRED TO [illegible]
SECRETARY

noted
gl

RECEIVED
FEB 17 1953
FOR FILING

[illegible]

[illegible]

Mrs Lewis' note on card

February 16, 1953

Rodda Paint Company
6932 S. W. Macadam Ave.
Portland 1, Oregon

Attention: Mr. Earl C. Baumgardner
Credit Manager

Gentlemen:

Further reference is made to your claim and that of W. P. Fuller and Company against Larsen Brothers arising out of Larsen Brothers' contract for the painting of the McCullough Bridge over Coos Bay.

We are now in receipt of releases of both claims. Moreover, we received in today's mail a release from the Coos Bay Tug and Barge Company of its claim against Larsen Brothers. These releases satisfy the Highway Commission's requirements with respect to payment of monies owing Larsen Brothers on this job. Accordingly, a warrant covering partial payment of such balance in the amount of $5,153.78 is being forwarded to you today by our Accounting Division. Pursuant to the provisions of the assignment given by Larsen Brothers to you and W. P. Fuller and Company jointly, it will have to be endorsed by both companies. We are leaving the distribution of the amount to you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

RBG:jmc

cc: W. P. Fuller and Company
3301 South Lawrence Street
Tacoma 1, Washington

Larsen Brothers
1744 South Wilkeson
Tacoma, Washington

Accounting Division (2)
F. Query

NOTED ON CARD
2-16-53

February 13, 1953

W. P. Fuller and Company
3301 South Lawrence Street
Tacoma 1, Washington

Gentlemen:

Thanks for your letter of February 6th advising that your Company has released its claim in the sum of $4,746.32 against Larsen Brothers on State Highway Contract No. 3479 for painting the Coos Bay Bridge on the Oregon Coast Highway in Coos County.

We will advise the contractor and the surety that the release has been received in this office.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

[illegible]

2-13-53

RECEIVED
FEB 17 1953
FOR FILING

6-151

3117

Lewis

February 16, 1953

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

We have received a letter from Coos Bay Tug and Barge Company, Inc., in which they write as follows:

" . . We wish to advise that in to days mail we have received a check from Larsen Brothers for the full amount of our claim."

This pertains to a claim received in this office on February 6 in the amount of $39.14 against Larsen Brothers in connection with their operations on State Highway Contract No. 3479 for painting the Coos Bay Bridge on the Oregon Coast Highway in Coos County.

We provide this information as your Company appears as surety on the performance bond furnished for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc. - Mr. J. E. Finke
Yeon Building
Portland 4, Oregon

Larsen Brothers
1944 South Wilkeson Street
Tacoma, Washington

NOTED ON CARD
2-16-53, g(

RECEIVED
FEB 17 1953
FOR FILING

6-4215

3479

February 16, 1953

Coos Bay Tug & Barge Co., Inc.
Box 186
Coos Bay, Oregon

Gentlemen:

Thank you very kindly for your letter of February 13 in which you state that you have received a check from Larsen Brothers for the full amount of your claim against them on State Highway Contract No. 3479.

We will advise the surety and the contractor that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
2-16-53

ENERAL TOWING LIGHTERAGE

COOS BAY TUG & BARGE CO., INC.

MAIL ADDRESS:
Box 186
COOS BAY, OREGON

TELEPHONE 5-2162

OFFICE AND MOORAGE:
HIGHWAY 101 BETWEEN
COOS BAY - NORTH BEND

February 1[illegible], 1953

H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon

3479

Dear Sir:-

We wish to thank you for your letter dated 10 February, 1953, replying to ours of 6th in regard to a claim against painting contractors Larsen Brothers.

We wish to advise that in to days mail we have received a check from Larsen Brothers for the full amount of our claim.

Yours very truly,

COOS BAY TUG & BARGE CO INC

BY
Secretary

RECEIVED
FEB 16 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 17 1953
FOR FILING

[illegible]

3479

[illegible]

February 13, 1953

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

We have received a letter dated February 6th from W. P. Fuller and Company in which they write as follows:

"As consideration for the assignment to W. P. Fuller & Co., and Rodda Paint Company, which was made on January 8, 1953, by Larsen Bros. Painting Co., for $9,204.32, representing monies now due, or to become due, them for the painting of the McCullough Bridge under State of Oregon Highway Contract No. 3479, we, the undersigned, hereby release the State of Oregon, State Highway Department from our claim of $4,746.32, as filed with the Secretary of State, December 24, 1952, which was entered as file No. 3374."

This has to do with State Highway Contract No. 3479 awarded to Larsen Brothers for painting the Coos Bay Bridge on the Oregon Coast Highway in Coos County. The information is provided as your Company appears as surety on the performance bond furnished with the contract as described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. J. E. Finke

Larsen Brothers

NOTED ON CARD
2-13-53 g

FULLER PAINTS
They last
Paints Glass
ESTABLISHED IN 1849
W·P·FULLER & CO·
3301 SO. LAWRENCE STREET TACOMA 1, WASHINGTON
W. J. WEBBER, Manager

February 6,1953

Oregon State
Highway Department,
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Sec'y

Gentlemen: Subject: State Highway Contract No. 3479

As consideration for the assignment to W. P. Fuller & Co., and Rodda Paint Company, which was made on January 8, 1953, by Larsen Bros. Painting Co., for $9,204.32, representing monies now due, or to become due, them for the painting of the McCullough Bridge under State of Oregon Highway Contract No. 3479, we, the undersigned, hereby release the State of Oregon, State Highway Department from our claim of $4,746.32, as filed with the Secretary of State, December 24, 1952, which was entered as file No. 3374.

Yours very truly,

W. P. FULLER & CO.

By Wendell Jones
Credit Manager

WJ:J

RECEIVED
FEB 9 1953
OREGON
STATE HIGHWAY COMMISSION

SASH • DOORS • WALLPAPER • MIRRORS • PIONEER WHITE LEAD

RECEIVED
FOR FILING
6-4715

Williams

COOS BAY TUG & BARGE CO., INC.

Telephone 5-2162

Mail Address: 3477
Box 186
Coos Bay, Oregon

Office and Moorage:
Highway 101 between
Coos Bay - North Bend

February 13, 1953

W. C. WILLIAMS

H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:-

We wish to thank you for your letter dated 10 Febryary, 1953, replying to ours of 6th in regard to a claim against painting contractors Larsen Brothers.

We wish to advise that in to_days mail we have received a check from Larsen Brothers for the full amount of our claim.

Yours very truly,

COOS BAY TUG & BARGE CO INC

By /s/ H. G. Huntley
Secretary

RECEIVED
FEB 17 1953
FOR FILING

[illegible]

2477

February 10, 1953

Rodda Paint Company
6932 S. W. Macadam Avenue
Portland 1, Oregon

Attention: Mr. Earl C. Baumgardner
Credit Manager

Gentlemen:

This acknowledges your letter of February 6 enclosing release of claim of Rodda Paint Company against Larsen Brothers arising out of Larsen Brothers' contract with the State Highway Commission for painting the McCullough Bridge over Coos Bay on the Oregon Coast Highway in Coos County. This release appears to be satisfactory so far as it pertains to the claim of Rodda Paint Company. We await receipt of a similar release from W. P. Fuller and Company.

We wish to call your attention to another claim that has been filed with the Highway Commission against this job, it being that of the Coos Bay Tug and Barge Company, Inc., Coos Bay, Oregon, in the amount of $39.14 for services rendered.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:md 2/9

2-10-53

(5).

MANUFACTURERS
PAINTS • VARNISHES • LACQUERS

Rodda
PAINT COMPANY
SERVICE OUR SPECIALTY
6932 S. W. Macadam Ave.
PORTLAND 1, ORE.

DISTRIBUTORS
BRUSHES - TOOLS - SANDPAPER

February 6, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

Enclosed is our release for claim against Larson Brothers of Tacoma, Washington for the Mc Cullough Bridge Job Contract No. 3479. Mr. Wendell Jones of W. P. Fuller & Co. of Tacoma will forward their release to you within the next day or two to complete your file.

We trust that this release will be sufficient for you to make up your warrants.

Sincerely yours,

RODDA PAINT COMPANY

By Earl C. Baumgardner
E. C. Baumgardner,
Credit Manager

ECB:sh

Enc:

RECEIVED
FEB 9 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible]
2-6-53

MANUFACTURERS
PAINTS » VARNISHES « LACQUERS

Rodda
PAINT COMPANY
6932 S. W. Macadam Ave.
PORTLAND 1, ORE.
SERVICE OUR SPECIALTY

DISTRIBUTORS
BRUSHES - TOOLS - SANDPAPER

Release of Claim

For the consideration of the sum of $9204.32 covered by an assignment of claims by Larson Brothers to W. P. Fuller & Company and Rodda Paint Company, we hereby release our claim against Larson Brothers on the Mc Cullough Bridge, Contract No. 3479 at North Bend.

Witness my hand this 6th day of February 1953

RODDA PAINT COMPANY

By W A Cupper
W. A. Cupper, Manager

Witnesses:
E C Baumgardner
Floyd R. Westfall

WAC:sh

[illegible]
2-6-53

RECEIVED
FEB [illegible]
FOR FILING

Mrs Lewis

February 10, 1953

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

This notice will inform you that the State Highway Commission received in today's mail a letter from the Coos Bay Tug and Barge Company, Inc., Coos Bay, Oregon, advising of their claim in the amount of $39.14 against Larsen Brothers for services rendered Larsen Brothers in connection with their contract No. 3479 with the Oregon State Highway Commission covering the painting of the McCullough Bridge over Coos Bay, Coos County, Oregon.

This information is given you inasmuch as the Pacific Indemnity Company appears as surety on the bond furnished by Larsen Brothers in connection with this job.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:md 2/9

cc - Mr. J. A. Finke
Yeon Building
Portland 4, Oregon

Larsen Brothers
1944 South Wilkeson
Tacoma, Washington

NOTED ON CARD
2-11-53

RECEIVED
FEB 11 1953
FOR FILING

6-12[illegible]

[illegible]

Mrs Lewis

Frebruary 10, 1953

Coos Bay Tug and Barge Co., Inc.
Box 186
Coos Bay, Oregon

Attention: Mr. H. G. Huntley
Secretary

Gentlemen:

This acknowledges your letter of February 6 advising of your claim in the amount of $39.14 against Larsen Brothers, Tacoma, Washington, contractors for the painting of the McCullough Bridge at North Bend.

The contract to which you refer is Contract No. 3479. In connection therewith, Larsen Brothers were required to furnish a surety bond guaranteeing satisfactory completion of the project and the payment of claims arising out of the work. This bond was written by the Pacific Indemnity Company for whom J. A. Finke is the local agent with offices in the Yeon Building, Portland 4, Oregon.

I would suggest that you file notice of this claim with the bonding company and also with the Secretary of State in conformity with the provisions of the statutes that cover such matters, a memeographed copy of which I have enclosed for your ready information.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:md 2/9
Enc.

NOTED ON CARD
2-10-53 g

GENERAL TOWING **LIGHTERAGE**

COOS BAY TUG & BARGE CO., INC.

MAIL ADDRESS:
Box 186
COOS BAY, OREGON

TELEPHONE 5-2162

OFFICE AND MOORAGE:
HIGHWAY 101 BETWEEN
COOS BAY - NORTH BEND

#3479

February 6, 1953

State Highway Commission,
Salem, Oregon

Gentlemen:-

In connection with a contract held by Larsen Brothers of Tacoma, Wash., paint contractors, for painting of the McCullough bridge at North Bend, we furnished services for this job under date of Sept 22 1952, amounting to $39.14, for which we have not been paid, altho numerous demands have been made upon the said contractors, without any response from them.

We understand that on such contracts a surety bond is furnished, and that failure of the contractor in meeting bills fails upon the surety. In this connection could you advise us name and address of the surety for this contractor?

Yours very truly ,

COOS BAY TUG & BARGE CO INC

BY
Secretary

RECEIVED
1953

ANSWERED
H. B. GLAISYER

2-6-53

RECEIVED
FOR FILING

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Feb. 4, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In today's mail, we received a carbon copy of a letter to the Pacific Indemnity Company, Portland, from the Tri-State Painting Company, advising that their claim against Oregon State Highway Contract No. 3479, was cleared as of Feb. 3rd, by Larson Brothers, Tacoma, Washington, our file No. 3386.

We note that a carbon copy of the letter was also forwarded to your office for your attention.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By M. McVay.
Clerk
Records Division

NF:M

REFERRED TO
BY SECRETARY

noted
gl

RECEIVED
[illegible] 3 1953
FOR FILING

6-4-15

3479

February 4, 1953

Tri-State Painting Company
4506 SE 39th Avenue
Portland 2, Oregon

Gentlemen:

We acknowledge receipt of the carbon copy of your letter of February 3, 1953 addressed to the Pacific Indemnity Company in which you state Larsen Brothers have cleared their indebtedness to you on Contract #3479.

We will mark our records accordingly.

Very truly yours,

Secretary

FAQ:dc

NOTED ON CARD

[illegible] 53

[redacted]
4505 S. E. 39th Ave. Zone 2

[redacted]
FI 7731

REFERRED TO Gardner BY SECRETARY

permanent [illegible] letter [illegible] this [illegible] letter for Gardner [illegible]

M

February 3, 1953

Pacific Indemnity Company
Yeon Building
Portland 4, Oregon

Re: CLAIM RELEASE

Attn: Mr. J. A. Finke

Sir:

We are hereby releasing our claim against OREGON STATE HIGHWAY Contract No. 3479; as the indebtedness was cleared today by Larson Brothers, 1944 South Wilkeson, Tacoma 3, Washington.

COPY

For your understanding in this instance, we remain

Very truly yours,

TRI-STATE PAINTING COMPANY

Kenneth A. McDonald
Kenneth A. McDonald, Accountant

cc -
Earl T. Newbry, Secretary, State of Oregon

Oregon State Highway Commission
Attn: Mr. C. A. Gardner

NOTED ON CARD
2-5-53

RECEIVED
FEB [illegible] 53
FOR FILING

[illegible]

Lewis

February 4, 1953

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

We have received from the Tri-State Painting Company a carbon copy of a letter addressed to the Pacific Indemnity Company and dated February 3, 1953.

In this letter they state that they are releasing their claim against Larsen Brothers on State Highway Contract #3479 for painting the Coos Bay Bridge on the Oregon Coast Highway in Coos County.

We notified you concerning this claim on January 30, 1953. This information is furnished as the Pacific Indemnity Company appears as surety on the performance bond on the Contract described above.

Very truly yours,

Secretary

FAQ:dc
cc: J. E. Finke
cc: Larsen Brothers

NOTED ON CARD
[illegible]

RECEIVED
FOR FILING

W. C. Williams
Secretary

[redacted]
4506 S. E. 39th Ave. Zone 2

[redacted]
FI 7711

6-4215

3479

February 3, 1953

NOT...
W. C. WILLIAMS

Pacific Indemnity Company
Yeon Building
Portland 4, Oregon

Re: CLAIM RELEASE

Attn: Mr. J. A. Finke

Sir:

We are hereby releasing our claim against OREGON STATE HIGHWAY Contract N. 3479; as the indebtedness was cleared today by Larson Brothers, 1944 South Wilkeson, Tacoma 3, Washington.

For your understanding in this instance, we remain

Very truly yours,

TRI-STATE PAINTING COMPANY

/S/ Kenneth A. McDonald
Kenneth A. McDonald, Accountant

cc -
Earl T. Newbry, Secretary, State of Oregon

Oregon State Highway Commission
Attn: Mr. C. A. Gardner

R

RECEIVED
FEB 2 1953
FOR FILING

C-4115

3179

January 30, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Edith Libby

Dear Sir:

We acknowledge with thanks your letter of January 29 to which was attached three copies of a claim filed with your office by Tri-State Painting Company against Larsen Brothers on State Highway Contract No. 3479, your file No. 3386.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD

1-30-53

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Jan. 29, 1953

3479

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Tri-State Painting Company, for 75 gallons of Coat Brown Paint, in the sum of $285.00 against the bond taken from Pacific Indemnity Company through J. A. Finke, Yeon Building, Portland 4, Oregon, Highway Contract No. 3479, our file No. 3386.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Edith [illegible]
Clerk
Records Division

NF:M
Enc.

[illegible] CARD
1-29-53 S

RECEIVED
FOR FILING

6-4[illegible]

3479

January 30, 1953

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the Tri-State Painting Company against Larsen Brothers for paint furnished to them on State Highway Contract No. 3479 for painting the Coos Bay Bridge on the Oregon Coast Highway in Coos County.

We provide this information as your Company appears as surety on the performance furnished with Contract 3479.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. J. E. Finke
Yeon Building
Portland 4, Oregon

Larsen Brothers
1944 South Wilkeson Street
Tacoma, Washington

[illegible] ON CARD

1-30-53

4506 S. E. 39th Ave. Zone 2

TelephoneXXXXXXXXXXXX
FI 7711

TRI-STATE PAINTING COMPANY
CONTRACT PAINTING
Towers * Tanks * Spray Painting * Interior and Exerior Decorating
PORTLAND, OREGON

January 28, 1953

To SECRETARY, STATE OF OREGON, EARL T. NEWBRY

"Notice is hereby given that the undersigned (Tri-State Painting Company) has a claim for (75 Gallons of Red Lead No. 5 -21 2nd Coat Brown Paint, in the sum of $285.00) against the Bond taken from (Pacific Indemnity Company) through J. A. Finke, Yeon Building, Portland 4, Oregon - Highway Contract No. 3479"

TRI-STATE PAINTING COMPANY

Signed JOHN R. KREITER

ENDORSED
File No. 3386
Filed January 29, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
1953
FOR FILING

6-4215

Mrs Lewis

January 30, 1953

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

We have received a notice dated January 28, 1953 from the Tri-State Painting Company, 4506 SE 39th Avenue, Portland 2, Oregon, in which they advised that they have a claim against State Highway Contract #3479 in the sum of $285.00. The claim is for 75 gallons of red lead and 21 gallons of brown paint.

Contract #3479 was awarded to Larsen Bros., for painting the Coos Bay Bridge on the Oregon Coast Highway, Coos County.

We provide this information as your Company appears as surety on the performance bond furnished with the Contract described above.

Very truly yours,

Secretary

FAQ:dc
cc: J. E. Finke Company
cc: Larsen Brothers

NOTED ON CARD

RECEIVED
FOR FILING

1-4215

[illegible]

Mrs Lewis

January 30, 1953

Tri-State Painting Company
4506 SE 39th Avenue
Portland 2, Oregon

ATTENTION: John R. Kreiter

Dear Sir:

This is to acknowledge receipt of your notice dated January 28, 1953 that you have a claim in the sum of $285.00 against State Highway Contract #3479 for 75 gallons of paint.

This Contract was awarded to Larsen Brothers, was completed November 20, 1952, and accepted by the Commission on January 6, 1953.

Final payment has not as yet been made. If you wish to protect your claim for a period longer than six months following completion of the Contract and acceptance by the Commission, it is suggested that you file a claim with the Secretary of State. For your convenience in preparing such a filing, we have attached an excerpt of the Oregon Laws outlining the necessary procedure.

It is also suggested that you contact the Pacific Indemnity Company through J. E. Finke, Yeon Bldg., Portland 4, Oregon, as this Company furnished the bond with Contract #3479. The bond is to assure satisfactory completion of work and payment of all bills incurred under the Contract.

In the meantime your claim will be noted in our records and we will also advise the surety and the contractor that it has been received.

Very truly yours,

Secretary

FAQ:dc
Attach.

NOTED ON CARD

[illegible]

[illegible]506 S. E. 39th Ave., Zone 2

Telephone: FI 7711

TRI-STATE PAINTING COMPANY

CONTRACT PAINTING

TOWERS ★ TANKS ★ SPRAY PAINTING ★ INTERIOR AND EXTERIOR DECORATING

PORTLAND, OREGON

January 28, 1953

To OREGON STATE HIGHWAY COMMISSION

"Notice is hereby given that the undersigned (Tri-State Painting Company) has a claim for (75 Gallons of Red Lead No. 5 - 21 2nd Coat Brown Paint, in the sum of $285.00) against the Bond taken from (Pacific Indemnity Company) through J. A. Finke, Yeon Building, Portland 4, Oregon - Highway Contract No. 3479"

TRI-STATE PAINTING COMPANY

Signed John R. Kreiter

RECEIVED

REFERRED TO [illegible]
BY SECRETARY

[illegible]

NOTED ON CARD

1-28-53

RECEIVED
FOR FILING

[illegible]

[illegible]

Mrs Lewis R

January 26, 1953

Tri-State Painting Company
4506 S. E. 39th Avenue
Portland, Oregon

Gentlemen:

We have been advised by Mr. Gardner in the Bridge Department that your company has a claim against Larsen Brothers on State Highway Contract No. 3479 for painting the Coos Bay Bridge on the Oregon Coast Highway in Coos County. This contract was completed November 20, 1952, and accepted by the Commission January 6, 1953. Final payment, however, has not been made.

The Pacific Indemnity Company through J. A. Finke, Yeon Building, Portland 4, furnished the performance bond for this contract. The bond assures satisfactory completion of the contract and payment of all bills incurred in connection with it.

If you will advise us of the details of your claim, we will note them in our records and also advise the surety.

If you wish to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it might be well to file your claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime it is suggested that you present your claim to the Pacific Indemnity Company.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. G. S. Paxson
Attn: Mr. C. A. Gardner

3479

1/21/53

To [illegible]

Will you please send info re: filing claims on State contracts to Tri-State Paving Co., 4506 SE 32nd ave., Portland.

They have claims to file against [illegible] on Coos Bay [illegible] contract

cag

RECEIVED
JAN 28 1953
FOR FILING

C-421
3479

January 26, 1953

Mr. James A. Gittinger
Superintendent
Pacific Indemnity Company
3450 Wilshire Boulevard
Los Angeles 5, California

Dear Mr. Gittinger:

This acknowledges receipt of your letter of January 19, 1953 in which you approve and consent in behalf of the Pacific Indemnity Company to the assignment given by Larsen Brothers to Rodda Paint Company and W. P. Fuller & Company of all monies now due or may hereafter become due Larsen Brothers in connection with their contract with the Oregon State Highway Commission for painting the McCullough Bridge on U. S. 101 at North Bend, Oregon, State Highway Contract No. 3479.

Your letter appears to be in order, and accordingly we will honor the assignment. Future warrants in connection with this job will be made payable to Larsen Brothers assigned to Rodda Paint Company and W. P. Fuller & Company and will be forwarded direct to the assignee.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Comfort, Davis & Glangy, Inc.
915 Pacific Ave.
Tacoma, Washington

Rodda Paint Company
Portland, Oregon

Larsen Brothers
Tacoma, Washington

C. Maison
F. Cuery

FILED ON CARD
[illegible]

(over)

Rodda Paint Company
Portland, Oregon

Gentlemen:

We will honor the assignment in favor of yourself and W. P. Fuller & Company, but we cannot release any warrant until we have received definite evidence of the satisfaction of the claims outstanding against this job, which to date are only two, being those of Rodda Paint Company and W. P. Fuller & Company. It is my understanding that releases of these two claims have been or will be prepared for delivery to the State Highway Commission at the time that the warrants

Mr. Masson:

I hand you herewith a signed copy of the assignment referred to in the above letter together with a copy of the surety's letter of consent thereto. Future warrants in connection with the job should be made payable to Larsen Brothers, assigned to the assignee. Please do not release any warrant until advised by me that all claims outstanding against this job have been satisfied.

HBG

Mr. Query:

I hand you the original of the assignment mentioned in the above letter and a letter from the Pacific Indemnity Company consenting thereto. These should be recorded on the card for this job and then filed in the contract.

HBG

Mr. James A. Gittinger
Pacific Indemnity Company
Los Angeles 5, California

January 26, 1953

Post Scripts added to the letter --

Rodda Paint Company
Portland, Oregon

Gentlemen:

We will honor the assignment in favor of yourself and W. P. Fuller & Company, but we cannot release any warrant until we have received definite evidence of the satisfaction of the claims outstanding against this job, which to date are only two, being those of Rodda Paint Company and W. P. Fuller & Company. It is my understanding that releases of these two claims have been or will be prepared for delivery to the State Highway Commission at the time that the warrants are ready for payment.

H. B. Glaisyer,
Secretary, Oregon State Highway Comm.

Mr. Maison:

I hand you herewith a signed copy of the assignment referred to in the above letter together with a copy of the surety's letter of consent thereto. Future warrants in connection with the job should be made payable to Larsen Brothers, assigned to the assignee. Please do not release any warrant until advised by me that all claims outstanding against this job have been satisfied.

HBG

RECEIVED
FOR FILING

6-4215

3479

R.

PACIFIC INDEMNITY COMPANY

COPY

January 19, 1953

Oregon State Highway Department
Salem
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond C-500515
Larsen Brothers Painting Company
Contract No. 3479--McCullough Bridge
Coos Bay, Oregon

Gentlemen:

Reference is made to your letter of January 12, 1953, directed to Comfort, Davis & Glangy, Inc., and forwarded to this office for reply.

You are hereby advised that the assignment of claim executed by Larsen Brothers under date of January 8, 1953, of all monies now due or hereafter to become due from the State of Oregon for painting McCullough Bridge on U. S. 101 at North Bend, Oregon, to Rodda Paint Company and W. P. Fuller & Company, is herewith approved and consented to by Pacific Indemnity Company without prejudice to the above captioned bond.

Very truly yours,

/s/ James A. Gittinger

JAMES A. GITTINGER
Superintendent

JAG:dt
cc - Mr. Gerry L. White
cc - Comfort, Davis & Glangy, Inc.

original of this filed in contract #3479

COPY

RECEIVED
JAN 28 1953
FOR FILING

6-4215

[illegible]

January 12, 1953

Comfort, Davis & Blangy, Inc.
915 Pacific Avenue
Tacoma 2, Washington

Attention: Mr. Arthur D. Comfort, Jr.

Gentlemen:

Reference is made to your letter of January 8, 1953 in which you state that the arrangements that have been made for payment of the claims of W. P. Fuller & Company of Tacoma, Washington, and of the Rodda Paint Company of Portland, Oregon, arising out of Larsen Brothers contract with the State Highway Commission for painting the McCullough Bridge at North Bend are satisfactory.

The question arises whether or not you intended this letter to be the consent of the Pacific Indemnity Company to the assignment of the funds by Larsen Brothers to W. P. Fuller & Company and Rodda Paint Company which assignment has been executed by Larsen Brothers and is now in my hands. Your letter does not satisfy the Highway Commission's requirements with respect to the surety's consent to the assignment. We must have a letter from the Pacific Indemnity Company on its own company letterhead consenting to the assignment of the funds in this instance without prejudice to the bond that they furnished Larsen Brothers in connection with this job.

It may be that your letter was informative only, and I am inclined to feel that such is the case, and that we will receive a definite letter from the Pacific Indemnity Company later.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

ORT, President
B. COMFORT, JR., Vice President
DEAN L. MACDONALD, Vice President

H. I. DAVIS
1883-1944

H. L. BLANGY, M.A.I., Secretary
GEORGE W. REAGAN, JR., Treasurer
J. MACK KOON, Asst. Sec.-Treas.

Comfort, Davis & Blangy Inc.
INSURANCE — BONDS
REAL ESTATE — PROPERTY MANAGEMENT — MORTGAGE LOANS
915 PACIFIC AVE.
Tacoma 2, Washington

January 8, 1953

Secretary of Highway Commission
State of Oregon
Salem, Oregon

Re: Larsen Brothers
Tacoma, Washington

Dear Mr. Glayser:

The purpose of this letter is to advise you that the surety company, The Pacific Indemnity Company who guaranteed the performance of the work and the payment of all labor and materials for Larsen Brothers in connection with the painting of the McCullough Bridge is in agreement with the arrangements that have been made for the payment of W. P. Fuller & Company of Tacoma, Washington and to the Rodda Paint Company of Portland, Oregon and the arrangements that have been made are entirely satisfactory with us.

Yours very truly,

COMFORT, DAVIS & BLANGY, INC.

Arthur B. Comfort, Jr.

ABCjr:mh

cc: Pacific Indemnity Company
Attn: Mr. White

RECEIVED
JAN 9 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 28 1953
FOR FILING

6-4112

[illegible]

R

January 12, 1953

Rodda Paint Company
6932 S. W. Macadam Ave.
Portland 1, Oregon

Attention: Mr. E. C. Baumgardner
Credit Manager

Gentlemen:

This acknowledges your letter of January 9, 1953 transmitting original and duplicate copies of an assignment given by Larsen Brothers to Rodda Paint Company and W. P. Fuller & Company of all monies now due or hereafter to become due Larsen Brothers in connection with contract No. 3479 for painting the McCullough Bridge on U. S. 101 at North Bend.

The assignment appears to be in order and we will be glad to honor upon receipt of a letter from the surety on the bond furnished by Larsen Brothers in connection with this job consenting to the assignment without prejudice to the bond.

I have a letter from Comfort, Davis and Blangy, Inc., insurance company, of Tacoma, Washington, in which they advise that the Pacific Indemnity Company is in agreement with the arrangements that have been made for the payment of claims of Rodda Paint Company and W. P. Fuller & Company; however, that particular letter does not satisfy our requirements. We must have a letter from the Pacific Indemnity Company on its own letterhead and signed by an authorized attorney-in-fact consenting to the assignment of the funds without prejudice to the bond. When we have received such a letter, the Auditor will be instructed to prepare future warrants in conformity with the provisions of the assignment. We will release and we will mail the warrant to the assignee when we receive evidence to the effect that the outstanding claims have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

MANUFACTURERS
PAINTS » VARNISHES « LACQUERS

Rodda
PAINT COMPANY
SERVICE OUR SPECIALTY
6932 S. W. Macadam Ave.
PORTLAND 1, ORE.

DISTRIBUTORS
BRUSHES - TOOLS - SANDPAPER

January 9, 1953

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Enclosed is an assignment of claim form made in favor of W. P. Fuller & Co. and Rodda Paint Co. by Larsen Brothers in the amount of $9,204.32, on the Mc Cullough Bridge Job, Contract No. 3479.

The Pacific Indemnity Co. has a copy of this assignment and they will forward an acknowledgment of the assignment to you in a few days from Tacoma, Washington.

We wish to thank you very much for your information and cooperation concerning this account.

Very truly yours,

RODDA PAINT COMPANY

By E C Baumgardner
E. C. Baumgardner
Credit Manager

ECB:sh

Enc:

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 13 1953
FOR FILING

R

5-4-15

3479

January 12, 1953

Pacific Indemnity Company
240 Henry Building
Seattle 1, Washington

Attention: Mr. Gerry L. White

Gentlemen:

State Highway Contract No. 3479, awarded to Larsen Brothers for painting the Coos Bay Bridge on the Oregon Coast Highway in Coos County was completed November 20, 1952, and accepted by the Highway Commission on January 6, 1953. The retained percentage as of this date is still $4,050 and Larsen's claim for extra compensation in the amount of $6,300 is being processed in that amount.

After subtracting engineering penalties due to failure to complete the job on time, there is still owing to Larsen Brothers approximately $9,200.

Under our normal procedure, payments would not be made to the contractor which would reduce the amount withheld to an amount less than the total of the claims filed.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

R

PACIFIC INDEMNITY COMPANY
Los Angeles

BOND DEPARTMENT

240 HENRY BUILDING
SEATTLE 1, WASHINGTON

December 31, 1952

REFERRED TO
BY SECRETARY

Oregon State Highway Commission
Mr. H. B. Glaisyer, Secretary
Salem, Oregon

Gentlemen:

Subject: Bond No.C500515
Larsen Brothers Painting Company
Contract No. 3479

Thanks for your letter of December 30, 1952, informing us of a claim of W. P. Fuller & Company for paint materials and equipment furnished the contractor for painting the McCullough Bridge across Coos Bay in Coos County, Oregon State Highway Contract No. 3479, in the sum of $4,746.32.

We also thank you for your letter of November 20, 1952, regarding a claim of Rodda Paint Company in the sum of $3,300.83.

Some time ago you informed us that the contract had been completed November 20, 1952, but it had not yet been accepted by the Commission. Will you please let us know if it has as yet been accepted by the Oregon State Highway Commission.

You informed us that the contractor had been paid $49,950.00 and that you were holding a retainage percentage of $4,050.00. We assume you are still holding that retainage and will not release it until you have evidence that the bill of Rodda Paint Company in the amount of $3,300.83, referred to in your letter of November 20, 1952; and the bill of W. P. Fuller & Company in the amount of $4,746.32 both have been paid.

Yours very truly,

SWETT & CRAWFORD

Gerry L. White

Gerry L. White, Manager
Fidelity & Surety Department

GLW:ac

P.S. Larsen informs us that his account with the Oregon State Highway Department now stands as follows:

Retainage	$4,050.00	
Extras	6,300.00	
Total	$10,350.00	
Less Inspection Fees	1,100.00	1145.68
BALANCE OWING TO LARSEN	$9,250.00	

Can you confirm the above figures for us? A stamped envelope is enclosed for your convenience in replying.

RECEIVED

FOR FILING

6-4515

3-177

3937

ASSIGNMENT

No. 3937
By wcw

Date: **January 5, 1953**

Description: **Questionnaire from Bureau of Contract Information, Inc. regarding Coos Bay Bridge contractor, Larsen Brothers, Tacoma**

Acknowledged by _____ Referred to ___ **Paxson** ✓ _______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xxx Please prepare for **Mr. Baldock's** ________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 1-6-53 me Report received _______

Remarks:

Mailed 1-7-53

RECEIVED
DEC 31 1952
FOR FILING

6-1-15
3479

[illegible]

December 30, 1952

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Mr. M. McVay

Gentlemen:

We acknowledge with thanks your letter of December 26 to which was attached three copies of a claim filed with your office by W. P. Fuller and Company against Larsen Brothers Painting Company.

The claim is for paint materials and equipment in the sum of $4,746.32 furnished to the contractor for painting McCullough Bridge across Coos Bay on State Highway Contract No. 3479. The claim bears your file No. 3374.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md 12/29

NOTED ON CARD
12-30-52 S

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

December 26, 1952

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Wendell Jones, Credit Manager, 3301 S. Lawrence Street Tacoma 1, Washington and filed as of this dated, a notice of claim by W. P. Fuller & Co. for paint materials and equipment in the sum of $4,746.32 against the bond taken from Larsen Brothers Painting Company, principal and the W. P. Fuller & Co., surety, for the work of painting the McCullough Bridge across the Coos Bay, Oregon, which is identiried as State Highway Contr ct No. 3479. Our File No. 3374.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
SECRETARY OF STATE

By M. McVay
Clerk
Filing Dept.

NF:K
Enc.

RECEIVED
DEC 29 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
12-26-52

RECEIVED
DEC 31 1952
FOR FILING

421

3479

[illegible]

December 30, 1952

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by W. P. Fuller and Company against Larsen Brothers Painting Company. This claim is for paint materials and equipment furnished the contractor for painting the McCullough Bridge across Coos Bay in Coos County, Oregon State Highway Contract No. 3479, in the sum of $4,746.32.

This information is provided as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 12/29
Attach.

cc - Mr. J. E. Finke
Yeon Building
Portland 4, Oregon

Larsen Brothers
1944 South Wilkeson Street
Tacoma, Washington

[illegible]

12-30-52 g

Fuller
Paints Glass
Paints
They last

Established in 1849

W. P. FULLER & CO.
3301 So. Lawrence Street Tacoma 1, Washington
W. J. Webber, Manager

December 24, 1952

Secretary of the State of Oregon
Oregon State Capital Building,
Salem, Oregon

Dear Sir:

We hereby present to you, and file with you, for public record, the following written notice:

To the Oregon State Highway Department, Salem, Oregon: Notice is hereby given that the undersigned, W. P. Fuller & Co., of Tacoma, Washington, has a claim for paint materials and equipment in the sum of Four Thousand Seven Hundred Forty-Six Dollars, and Thirty-Two Cents ($4,746.32) against any retained percentage and/or against the bond taken from Larsen Brothers Painting Company, of 1944 South Wilkeson, Tacoma, Washington, for the work of painting the McCullough Bridge across Coos Bay, Oregon, which is identified as State Highway Contract No. 3479.

Respectfully yours,

W. P. FULLER & CO.

By WENDELL JONES
Credit Manager

WJ:J

Sash . Doors . Wallpaper . Mirrors . Pioneer White Lead

ENDORESED
File No. 3374
Filed December 26, 1952
EARL T. NEWBRY, Secretary of State

RECEIVED
DEC 31 1952
FOR FILING

6-4215

3479

mrs Lewis

December 30, 1952

W. P. Fuller and Company
1117 A Street
Tacoma 1, Washington

Attention: Mr. Wendell Jones

Gentlemen:

This is to acknowledge your letter of December 24 to which was attached a copy of a claim which you had filed with the Secretary of State against Larsen Brothers Painting Company. The claim is for paint materials in the sum of $4,746.32 furnished in painting the McCullough Bridge across Coos Bay known as State Highway Contract No. 3479.

We have today received from the Secretary of State a copy of the same claim and a letter advising us that the claim has been filed in that office.

We will record the claim in our records and notify the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 12/29

NOTED ON CARD
12-30-52, jC

FULLER PAINTS They last
Paints Glass
ESTABLISHED IN 1849
W·P·FULLER & CO·
1117 A STREET
TACOMA 1. WASHINGTON
W. J. WEBBER, Manager

December 24, 1952

Oregon State Highway Department,
Salem,
Oregon

Gentlemen:

Attention: H. B. Glaisyer, Secretary

As suggested in your letter of February 5, we have filed our claim with the Secretary of State for funds due us on State Highway Contract No. 3479. A copy of this notice is enclosed so that note of it may be made in your contract records.

Yours very truly,

W. P. FULLER & CO.

By Wendell Jones
Credit Manager

WJ:J
Enc.

NOTED ON CARD

12-24-52 G

SASH • DOORS • WALLPAPER • MIRRORS • PIONEER WHITE LEAD

Form 8

COPY

TACOMA

December 24, 1952

Secretary of the State of Oregon
Oregon State Capital Building,
Salem, Oregon

Dear Sir:

We hereby present to you, and file with you, for public record, the following written notice:

To the Oregon State Highway Department, Salem, Oregon: Notice is hereby given that the undersigned, W. P. Fuller & Co., of Tacoma, Washington, has a claim for paint materials and equipment in the sum of Four Thousand Seven Hundred Forty-Six Dollars, and Thirty-Two Cents ($4,746.32) against any retained percentage and/or against the bond taken from Larsen Brothers Painting Company, of 1944 South Wilkeson, Tacoma, Washington, for the work of painting the McCullough Bridge across Coos Bay, Oregon, which is identified as State Highway Contract No. 3479.

Respectfully yours,

W. P. FULLER & CO.

By
Credit Manager

WJ:J

R

RECEIVED
FOR FILING

6-4315

3479

December 12, 1952

Larsen Brothers
1944 So. Wilkeson St.
Tacoma, Washington

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 60 days, from September 30 to and including November 29, 1952, within which to complete your contract No. 3479 for painting Coos Bay Bridge on the Oregon Coast Highway in Coos County.

The Highway Commission granted your request subject to the condition that you reimburse the State for all engineering costs incurred subsequent to July 31, 1952 as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

E. H. Ash,
Resident Engineer

G. S. Paxson,
Bridge Engineer

[illegible]EIVED
FOR FILING
6-4215
3477

Mrs Lewis

Salem, Oregon
November 21, 1952

Mr. C. H. Maison, Manager
Accounting Division
Building

Dear Mr. Maison:

A claim has been filed in this office by Rodda Paint Company against Larsen Brothers on State Highway Contract No. 3479 in the sum of $3,300.83. Please withhold final payment on this contract until further advised by this office.

Very truly yours

Secretary

FAQ:md

NOTED ON CARD
11-21-52 g

November 20, 1952

Pacific Indemnity Company
240 Henry Building
Seattle 1, Washington

Attention: Mr. Gerry L. White

Gentlemen:

This is to acknowledge your letter of November 18 concerning final payment and the claim of Rodda Paint Company on State Highway Contract No. 3479 awarded to Larsen Brothers for painting the Coos Bay (McCullough) Bridge on the Oregon Coast Highway in Coos County.

The status report for this job was not enclosed with your letter; however, we will be glad to fill in such a report if you will provide the form.

Neither the semi-final nor final payment has been made on this contract, and no further payment will be made without careful consideration of the claim filed by Rodda Paint Company in the amount of $3,300.83.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

11-20-52 g l

Query by letter
notify [illegible] to hold final
pending clearance from this office
[illegible] with [illegible]
[illegible]

PACIFIC INDEMNITY COMPANY
LOS ANGELES

BOND DEPARTMENT

240 HENRY BUILDING
SEATTLE 1, WASHINGTON

November 18, 1952

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

Subject: Bond No. C500515 - Larsen Brothers ,
Tacoma, Washington, - Painting of
McCollough Bridge over Coos Bay

We have been informed that Larsen Bros. has completed or will complete within the next day or two, the contract shown in the caption of this letter. When the job is finally completed and accepted, will you please fill out and return the enclosed status report. not enclosed

Today we received a letter from Rodda Paint Co., 6932 S.W. Macadam Ave., Portland 1, Oregon, stating that they have an unpaid material bill against this job amounting to $3,300.83. Larsen Bros. have informed us that they will take care of this bill, but we want you to have final evidence that they have done so before you release the final payment on the contract.

Yours very truly,

SWETT & CRAWFORD

Gerry L. White
Gerry L. White
Bond Department

GLW:dms

Encl:
cc: Rodda Paint Co.
E. C. Baumgardner
6932 S.W. Macadam Ave.
Portland 1, Oregon

RECEIVED
NOV 19 1952
OREGON
STATE HIGHWAY COMMISSION

11-18-52

RECEIVED
FOR FILING
6-4215
3479

R

Mr Lewis

November 20, 1952

Pacific Indemnity Company
240 Henry Building
Seattle, Washington

Contract 3479

Gentlemen:

We have received a letter from Rodda Paint Company who have also written to you concerning their claim against Larsen Brothers in the sum of $3,300.83. This claim is for paint furnished for the painting of the Coos Bay (McCullough) Bridge on the Oregon Coast Highway in Coos County.

This information is furnished as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. J. R. Zinke
Yeon Building
Portland 4, Oregon

Larsen Brothers
1944 South Wilkeson Street
Tacoma, Washington

[illegible]

11-20-52, gl

FOR FILING

6-4215

Mrs Lewis R

November 20, 1952

Rodda Paint Company
6932 S. W. Macadam Avenue
Portland 1, Oregon

Attention: Mr. E. C. Baumgardner

Gentlemen:

We have your letter of November 19 concerning your claim against Larsen Brothers for the painting of McCullough Bridge on the Oregon Coast Highway in Coos County, Contract No. 3479.

We have not received notice in this office that the contract has been completed, and, of course, it has not been accepted by the Commission. If you feel it necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it might be well for you to file your claim with the Secretary of State. For your convenience in preparing such a filing, we have attached an excerpt from the Oregon Laws outlining the required procedure.

We note that you have written to the Pacific Indemnity Company who provided the surety bond for this contract. Your claim will be noted in our records and we also will advise the surety that the claim has been received in this office.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

[illegible]

11-20-52, gl

MANUFACTURERS
PAINTS • VARNISHES • LACQUERS

Rodda
PAINT COMPANY
SERVICE OUR SPECIALTY
6932 S. W. Macadam Ave.
PORTLAND 1, ORE.

DISTRIBUTORS
BRUSHES - TOOLS - SANDPAPER

November 19, 1952

State Highway Commission
319 State Office Building
Salem, Oregon

Re. Contract #3479
Coos Bay Bridge

Gentleman:

We have been informed that the Larsen Brothers Painting Company of Tacoma, Washington, has completed the Coos B ay, Mc Cullough Bridge Job, Contract #3479.

This letter is to inform you that we have a material bill amounting to $3,300.83 for paint furnished for that project for which we have not been payed. We are also notifying the Pacific Indemnity Company, the Bonding Company, of our claim.

Very truly yours,

RODDA PAINT COMPANY

By E C Baumgardner
E.C. Baumgardner
Credit Manager

ECB:hp

[illegible]

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[illegible]
[illegible], 5 C

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NOV 21 1952
FOR FILING

1-4312

November 19, 1952

State Highway Commission

Request for extension of time
No. 23
November 24-25 meeting.

Gentlemen:

Re: Painting on Coos Bay Bridge
Contract 3679
Larsen Brothers, Contractor

Attached hereto is a request from Larsen Brothers, contractor for the repainting of the Coos Bay Bridge on the Oregon Coast Highway in Coos County.

This contract was awarded in April 1951 with a specified completion date of October 31, 1951. Two time extensions have previously been granted. The first of these, from the contract completion date to July 31, 1952, was granted without penalty to the contractor. The second time extension, from July 31, 1952 to September 30, 1952, was granted subject to the contractor reimbursing the State for engineering costs incurred during the second time extension.

It is recommended that this third time extension, to and including November 29, 1952, be granted on the same conditions; namely, that the contractor reimburse the State for engineering costs incurred during the period of the extension. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

[illegible]
Attached

RECEIVED
SEP [illegible] 1952
FOR FILING

3479

September 8, 1952

Larsen Brothers
1944 So. Wilkeson St.
Tacoma, Washington

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 61 days, from July 31 to September 30, 1952, within which to complete your contract No. 3479 for painting the Coos Bay (McCullough) Bridge on the Oregon Coast Highway in Coos County.

Your request for extension of time was granted by the Highway Commission subject to the condition that you reimburse the State for all engineering costs incurred subsequent to July 31, 1952 as penalty. The Commission's action was based upon the recommednation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

E. H. Ash,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
9-[illegible]

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AUG 1 1952
FOR FILING

3479

July 29, 1952

Request for extension of time
No. 4
August 18 and 19 meeting.

State Highway Commission

Gentlemen:

Re: Painting McCullough Bridge
over Coos Bay,
Contract No. 3479

Herewith request of Larsen Brothers, contractors for the repainting of the Coos Bay (McCullough) Bridge in Coos County. This contract was to have been completed by October 31 of last year. We had previously extended the time to July 31, 1952. This last request is for an extension to September 30, 1952.

In so far as we can determine, the reason for the delay is lack of sufficient crew of workmen to do the work. This is the contractor's responsibility, and we are recommending that the extension be granted subject to the contractor reimbursing the State for all engineering costs incurred subsequent to July 31, 1952.

This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
FEB 15 1952
FOR FILING

[illegible]

34[illegible]

February 14, 1952

Larsen Brothers
1944 So. Wilkeson St.
Tacoma, Wash.

Gentlemen:

The State Highway Commission, at its meeting held on January 31, 1952, had under discussion your request for an extension of time of 274 days, from October 31, 1951 to and including July 31, 1952, within which to complete your contract No. 3479 for painting the Coos Bay (McCullough) Bridge on the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

E. H. Ash,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
2-14-52 gl

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FEB 7 1952
FOR FILING

6-4-15

3479

[illegible]

February 5, 1952

W. P. Fuller & Co.
1117 A Street
Tacoma 1, Washington

Attention: Mr. Wendell Jones
Credit Manager

Gentlemen:

We have your letter of January 31 in which you advise that you have furnished paint to Larson Brothers for painting the McCullough Bridge across Coos Bay which is identified as State Highway Contract No. 3479. This contract is about 68 per cent complete and cannot be finished until next summer when the weather is dry.

Each contractor on State Highway work is required to furnish a performance bond with each contract which assures satisfactory completion of the job and payment of all bills incurred on the contract. The State does not pay claimants direct as we have no means of determining the exact amount or validity of the claims.

The Pacific Indemnity Company through J. E. Finke, Yeon Building, Portland 4, Oregon, furnished the bond for this contract, and it is suggested that you present your claim to them if you cannot make satisfactory arrangements with the contractor. We would also appreciate receiving a copy of the claim in this office so that we can make a note of it in our contract records.

In the event that you might wish to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your information in this matter we have attached an excerpt from the Oregon Laws outlining the necessary procedure.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

FULLER PAINTS They last
Paints Glass
ESTABLISHED IN 1849
W·P·FULLER & CO·
1117 A STREET TACOMA 1, WASHINGTON
W. J. WEBBER, Manager

January 31, 1952

2479 [illegible]

Oregon State Highway Commission
Salem,
Oregon

Subject: State of Oregon Bridge Painting

Gentlemen:

For the past few months, we have been delivering paint materials to Larsen Brothers Painting Co. of Tacoma, Washington, for use by them in painting the Coos Bay Bridge, Coos County, Oregon.

It has been thought best to inform you of this fact and also to ask what the State of Oregon laws are regarding the correct procedure for suppliers of materials on Oregon State projects insofar as notice to the State or contractor's bonding company are concerned.

We should appreciate your sending us this information. If notice should be sent to the contractor's bonding company, we would appreciate your also letting us know who the surety for Larsen Brothers is on this particular bridge contract.

Thank you for taking care of this matter for us.

Yours very truly,

W. P. FULLER & CO.

By Wendell Jones
Credit Manager

WJ:np

[illegible]

[illegible]

[illegible] VED
[illegible] COMMISSION

RECEIVED
FOR FILING

January 14, 1952

State Highway Commission

Request for extension of time
No. 7
Jan. 31-Feb. 1 meeting.

Gentlemen:

Re: Coos Bay Bridge Painting
Contract 3479
Larsen Brothers, Contractor

Herewith copy of an application for an extension of time, from October 31, 1951 to and including July 31, 1952, to cover completion of the repainting of the Coos Bay Bridge.

There was a great deal of difficulty in getting competent workmen who could work at the heights of the steel in the Coos Bay Bridge. This was a Union job and the local Union could not supply the men. The contractors were not able to get outside painters to come in. The weather got so bad this fall that we directed the painters to discontinue work until spring.

In view of these facts it is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
JUL 27 1951
FOR FILING

[illegible]-4215

3411

July 26, 1951

Farmers Insurance Exchange
1785 Northeast Sandy Blvd.
Portland 14, Oregon

Attention: Mr. Harvey Hunt

Gentlemen:

This is to acknowledge your letter of July 25 concerning your claim No. K-6-231244 on Mr. Walter Fuller.

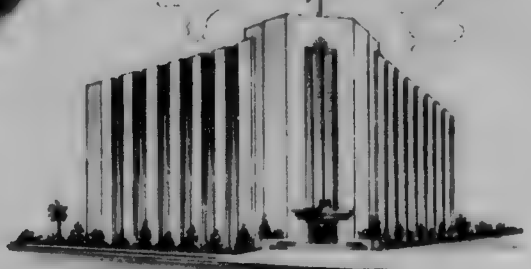
Larsen Brothers, 1944 South Wilkeson Street, Tacoma, Washington, holds State Highway Contract No. 3479 for painting the Coos Bay Bridge (McCullough Bridge) on the Oregon Coast Highway in Coos County. It may be that your claim pertains to the operations of this contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md



HOME OFFICE · LOS ANGELES CALIFORNIA

FARMERS INSURANCE GROUP
FARMERS INSURANCE EXCHANGE
TRUCK INSURANCE EXCHANGE
FIRE INSURANCE EXCHANGE

FARMERS INSURANCE EXCHANGE
NORTHWEST BRANCH OFFICE...1785 N. E. SANDY BLVD
PORTLAND 14, OREGON

July 25, 1951

3479

Oregon State Highway Commission
Salem,
Oregon

Re: Our Insured: Walter Fuller
Claim No: K-6-231244
Loss of 6-13-51

Gentlemen:

Would you please advise the name and address of the painting contractor painting the state bridges on the Highway 101 near Coos Bay, Oregon, under date of June 13, 1951.

Please find return self-addressed envelope for your convenience in answering. Thanking you for your cooperation.

Very truly yours,

Harvey Hunt

HARVEY HUNT SG
Subrogation Department

SG:ml
Enc.

PROTECTED BY FARMERS INSURANCE GROUP
Symbol of Superior Service

RECEIVED
31 1951
FOR FILING

MANUFACTURERS
PAINTS » VARNISHES « LACQUERS

Rodda
PAINT COMPANY
SERVICE OUR SPECIALTY
6932 S. W. Macadam Ave.
PORTLAND 1, ORE.

DISTRIBUTORS
BRUSHES - TOOLS - SANDPAPER

May 25, 1951

6-4[illegible]

3477

NOTED
W. C. WILLIAMS

[illegible]

State Highway Commission
319 State Office Building
Salem, Oregon

Gentlemen:

This is to advise you that the undersigned on the order from the Larson Painting Co. of 1944 South Wilkison Street, Tacoma, Washington, we have commenced furnishing painting materials for use on and to be used in painting on the Coos Bay Bridge Painting Project (McCullough Bridge), Contract No. 3479, which the undersigned is informed you are the owner or reputed owner and that a lien may be claimed for all the materials furnished by the undersigned for use thereon.

Mailed in Portland, Oregon on this 25th day of May, 1951. This is in accordance with section 67101, Oregon compiled law, annotated.

Very truly yours,

RODDA PAINT COMPANY

By E. C. Baumgardner
E. C. Baumgardner,
Office Manager

ECB:vh

RECEIVED
MAY 29 1951
ON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
FOR FILING

6-4-51

3479

May 7, 1951

Larsen Brothers
1944 South Wilkeson Street
Tacoma, Washington

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3479, which was awarded to you on April 12, 1951, by the State Highway Commission, covering painting of the Coos Bay (McCullough) Bridge on the Oregon Coast Highway in Coos County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

Recommend M.J.C.

RECEIVED
APR 17 1951
FOR FILING

6-4215

3479

April 16, 1951

Larson Brothers
1944 S. Wolkeson
Tacoma, Washington

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3479 for painting the McCullough Bridge over Coos Bay at North Bend in Coos County. This award was based on your low bid of $54,000 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

FORM E-30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

March 28, 1951

SUBJECT: Coos Bay Bridge Painting

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Our 1951 Special Maintenance Budget included an item of $20,000 to cover the painting of the upper half of the Coos Bay Bridge, mile post 251.44 on the Oregon Coast Highway. We anticipated that the upper half of the bridge would require painting in 1951 - the record being as follows: Both above and below deck was painted in 1939; below deck was repainted in 1944 and 1948; above deck was repainted in 1946. A careful inspection of the structure discloses, however, that it is the portion below deck that needs painting at this time. We are, therefore, suggesting that the Bridge Department prepare specifications covering the painting of the steel below deck. The cost of painting the steel below deck in 1948 was $41,840; in 1944, $38,500. The Bridge Department estimate for 1951 is $51,000 plus 12½% for engineering and contingencies, for a total of $57,375.

Our Special Maintenance Budget included a second item for the Coos Bay Bridge - replacement of damaged dolphins in the amount of $30,000. This was in anticipation of dolphin damage which failed to materialize so that this item can be deleted from our program for 1951 and the $30,000 item added to the $20,000 originally set up for painting to provide $50,000 for painting below deck.

There were three other bridge painting jobs in our Special Maintenance Budget which a recent field inspection disclosed could be postponed for two or three years by spot painting by state forces. These three bridges were Pistol River Bridge, Scottsburg Bridge, and Siuslaw River Bridge, for which $8,000, $12,000 and $4,000 respectively, was included in the Special Maintenance Budget. It is now estimated that spot painting by state forces in the amounts of $2,000, $2,000 and $1,500 respectively, will carry these three structures for an additional period of two or three years.

The fourth item in the Special Maintenance Budget covered the painting of the Hendricks Bridge at an estimated cost of $6,000. Mr. Krueger recommended that we do this work by state force also, inasmuch as it would assist in scheduling the work of his state bridge crews. Mr. Ricketts and Mr. Stephenson concurred in this recommendation. To take care of the proper cost accounting for this work, therefore, we request that $11,500 be transferred from the Special Maintenance fund to the General Maintenance fund, leaving $18,500 of the total $30,000 set up for these four jobs, from which the additional $7,375 for the Coos Bay Bridge painting contract may be financed. This will leave $11,125 of Special Maintenance funds not obligated.

If you approve this procedure, we should notify Mr. Paxson so that he can include the Coos Bay Bridge painting in his call for bids.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bj

S-110(1) Tumalo Bridge over Deschutes River, McKenzie-Bend Hwy. 1951

#3480

RECEIVED
FOR FILING
[illegible]
~~(CONTRACT NO.)~~ 3480

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 6, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3480	5-Final	MaDare Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3426	B-35461	$ 3,020.61	3/4/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Oct. 31, 1951**

Time Extensions: **Extended to Dec. 30, 1951 without penalty**

Completion Date: **Dec. 19, 1951**

Date Accepted: **Jan. 31, 1952**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **3-7-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 7 1952

NOTED ON CARD

RECEIVED
FEB 25 1952
FOR FILING

S- 110(1)

3480

February 21, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3480 covering construction of Deschutes River Bridge at Tumalo on the McKenzie-Bend Highway in Deschutes County was completed by the contractor, VaDare Construction Co., on December 19 and was formally accepted by the Highway Commission on January 31, 1952.

Final payment in the amount of $3,020.61 will be released to the contractor on or after March 3, 1952. The total contract amount is $37,293.15, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We aresending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-21-52

RECEIVED
FOR FILING

2116 (6)

3470

November 27, 1951

VaDare Construction Co.
1002 S. E. Rex St.
Portland 2, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 60 days, from October 31 to December 30, 1951, within which to complete your contract No. 3480 covering construction of Deschutes River Bridge on the McKenzie-Bend Highway in Deschutes County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. R. Chandler,
Division Engineer

R. W. Moore,
Resident Engineer

J. S. Paxson,
Construction Engineer

ON CARD

RECEIVED
NOV 1 1951
FOR FILING

October 30, 1951

Request for extension of time
No. 10
November 8 and 9 meeting.

State Highway Commission

Gentlemen:

Re: Deschutes River Bridge
at Tumalo, Contract No. 3480
VaLare Construction Company,
Contractor

The VaLare Construction Company, contractors for the construction of the Deschutes River Bridge at Tumalo, request an extension of time from October 31, 1951 to December 30, 1951 for the completion of the work under their contract.

The contractors were delayed for approximately one month on account of the change in plans requiring piling at three bents. While the work was not started on this project until July 2, the contractors have made satisfactory progress since then and will finish this contract without additional engineering costs.

I recommend that this extension be granted without penalty to the contractor. The concurrence of the Bureau of Public Roads in this recommendation is attached.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attached

PMS:gm

RECEIVED

FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

[illegible]

3480

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 21, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-110(1), Deschutes River Bridge at Tumalo - Authorization to commence construction

Dear Sir:

Your application on subject project dated June 20, 1951 was received in this office on June 21, 1951.

The work consists of the construction of a new bridge across the Deschutes River near Tumalo. It will replace a dangerously narrow structure with a restricted load limit.

The total amount of steel required for the project is 40.0 tons.

Application is approved to commence construction but availability of steel is subject to Defense Construction Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

It is noted that some of the forms NPAF-24 have not been executed although in each case the original and carbon copy of the letter of transmittal have been. To expedite handling, these forms have not been returned for signature. Higher levels may object, however, to this procedure and so it is requested that, in any future submissions, the forms NPAF-24 be executed.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

C. G. POLK
Acting District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
HIGHWAY ENGINEER

cc [illegible]
[illegible]

file

[illegible]ED
[illegible]R FILING

June 21, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Deschutes River Bridge at Tumalo
F.A.P. Oregon S-110(1)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 19 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Enclosed

ds
cc O. S. Paxson
C. A. Gardner

[illegible]IVED
FOR FILING

June 20, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Deschutes River Bridge at Tumalo
F.A.P. Oregon S-110(1)

Herewith is Form HPAF-24, our application for authority to commence construction on the Deschutes River Bridge at Tumalo on the McKenzie-Bend Highway. A contract for this project was awarded to VaDare Construction Company of Portland, Oregon, on April 12, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

CAG/ds
cc G. S. Paxson
C. A. Gardner

RECEIVED
MAY 1951
FOR FILING

S-110(1)

3450

May 7, 1951

VaDare Construction Company
1002 S. E. Rex Street
Portland 2, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3480, which was awarded to you on April 12, 1951, by the State Highway Commission, covering construction of the Deschutes River Bridge at Tumalo on the McKenzie-Bend Highway in Deschutes County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

RECEIVED
APR 25 1951
FOR FILING

[illegible]

#450

Salem, Oregon
April 24, 1951

Tumalo Bridge
Deschutes River

Mr. W. E. Chandler
Division Engineer
Oregon State Highway Department
Bend, Oregon

In the construction under the subject job it is desired that the contractor be restricted from using the area at the northwest end of the bridge for construction purposes.

I am attaching a tentative plan of the development of this area for roadside picnicking purposes, and it is most important that no injury occur to the natural growth in this location. This is particularly true adjacent to the entrance and along the river bank. You will also note that there is an open area which has no tree growth, approximately, outlined on the map, which the contractor might be permitted to use, provided he adheres to the entrance road locations as outlined on the preliminary plan, and protect with barriers the trees outlining the area.

W. C. Williams
First Assistant State Highway Engineer

Attachment

cc: ~~H. G. Smith~~ Paxson
Mark H. Astrup

RECEIVED
APR 17 1951
FOR FILING

April 16, 1951

VaDare Construction Company
1002 S. E. Rex Street
Portland, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 2480 for construction of the Tumalo Bridge over Deschutes River on McKenzie-bend Highway in Deschutes County. This award was based on your low bid of $34,099.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

chr

cc S. H. Probert
G. S. Paxson

RECEIVED
APR 1[illegible] 1951
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 12, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-110(1), Deschutes River Bridge at Tumalo on the McKenzie-Bend Highway, to VaDare Construction Company of Portland, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

March 20, 1951

County Court of Deschutes County
Bend, Oregon

Gentlemen:

Although full information is not as yet at hand relative to regulations pertaining to expenditure of 1952-53 federal-aid secondary highway funds, it may be that one of the requirements will be that county courts concur with the State Highway Commission on federal-aid secondary highway projects (both on state highways and on county roads).

One of the projects planned in Deschutes County is the grading and paving, on new line, of the Tumalo-Bend Section of the McKenzie-Bend Federal-aid Secondary Highway, Federal Project No. S-110 (1). The project extends from a point about 1 mile west of Tumalo, easterly on new alignment for about 5 miles to a new junction with The Dalles-California Highway about 1.3 miles north of the north corporate limit of Bend. The relocated line crosses the Deschutes River about 1/4 mile downstream from the present bridge, straightens the old road west of the river, and extends on easy curvature and good grades across open country east of the river.

Plans call for a new 160-foot reinforced concrete bridge, a 38-foot roadbed, and 12-inch thick gravel base supporting a 3-inch thick asphaltic concrete pavement 22 feet in width, and 4-foot shoulders on each side. At the east junction, traffic will be channelized to provide for safe crossings and turns. On the steeper grades, a third lane of pavement is to be provided to accommodate slow moving vehicles.

This project is necessary in order to replace the substandard existing highway which is quite crooked and inadequate, and to replace the old bridge which is very narrow and dangerous.

We are planning to open bids on the project at the April 12-13 meeting of the State Highway Commission, and, in order that the project not be delayed, your concurrence is respectfully requested. If the above listed project and plans meet with your approval, please advise of your concurrence on the extra copy of this letter and return it immediately to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

March 23, 1951

We hereby concur in the above project.

Deschutes County

by /s/ C. L. Allen
County Judge

RECEIVED

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

S-110(1)

March 2, 1951

C
O
P
Y

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

The federal-aid secondary highway program submitted to you on February 2 included as Item No. 137 a project involving the construction of a bridge and 4.36 miles of roadbed and pavement on the Tumalo-Bend Section of the McKenzie-Bend Highway in Deschutes County.

As we are very anxious to have this project programmed in time for letting on April 12, we would appreciate your wiring uour Washington Office for advance approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

S :gs

S-105(1) Siletz-Logsden Sec., Siletz- 1951
Logsden Co. Rd. between Siletz
#3481 & Logsden

FORM 1-728X 37,500 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

3981

December 10, 1953

Lincoln County Court
Court House
Toledo, Oregon

Gentlemen:

Enclosed is a copy of the maintenance report prepared by the Bureau of Public Roads for the Siletz-Bentilla Creek Section, Oregon Project S-105(1), of the Siletz-Logsden County Road. This report covers the inspection made on November 24th by representatives of Lincoln County, the Bureau of Public Roads, and the State Highway Department.

Your attention is particularly invited to the deficiencies listed under surface and drainage maintenance in this report. The B.P.R. has advised that if next year's maintenance inspection indicates the County has made no effort to correct these deficiencies, maintenance for this section will no doubt be rated as unsatisfactory at that time.

Lincoln County would then forfeit its allocation of Federal-aid secondary funds during the period this unsatisfactory maintenance condition existed.

It is suggested that the County take immediate steps to correct the deficiencies listed in the attached report.

Very truly yours,

R. H. Baldock
State Highway Engineer

John W. Cattrall

By: John W. Cattrall
Engineer, County and City Relations

Encl.
cc: Mr. W. W. Stiffler

NOTED
W. W. STIFFLER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 3, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: County & City Relations

Dear Sir:

At the request of Mr. Cattrall, we submit herewith three copies of the Joint Maintenance Inspection report covering the current annual inspection of Project S-105(1), Siletz-Bentilla Creek in Lincoln County.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Encls.

NOTED
W. M. SHIFFLER

Inspected by: Bruce Ambler, County Engr.
John Catrall, Ore. St. Hwy. Dept.
J. F. Cameron, B.P.R.

REPORT OF JOINT MAINTENANCE INSPECTION
FEDERAL AID SECONDARY PROJECTS

DATE November 24, 1953

Lincoln

Project No.	Section	Surface	Drainage	Shoulders	Readside	T S
S-105(1),	Siletz-Bentilla Creek.	Although the surface is now being bladed, it is quite badly potholed and appears to need more frequent blading. Said to carry heavy log traffic, and to be bladed once every two weeks. On grades where the surface is well drained there are no potholes. Believe some crown should be put in this surface to provide better drainage. Surface as constructed had 3" crown in 12'. It is now practically level and will not drain. 0.6 of a mile in the city of Siletz has been paved with 3" of asphaltic concrete, type 6201. It is in good condition.	At three farm approach roads culverts are blocked and water stands several inches deep. These pipe should be opened and in some cases may need from 4' to 6' extensions to prevent future blocking. We could not locate these cross drains in two cases, but it is almost certain these pipe are in. There were 1,629 ft. of 12" pipe installed at farm entrances. 51 such installations were made according to the plans, and there were probably several more actually installed since the 12" pipe overran 315 lineal feet. The point is that drainage under farm entrances was adequately provided for and there is no apparent reason why this drainage cannot be kept open. If it is not, extensive damage to this $200,000 project will result. At Sta. 394 the opening to the 18" concrete pipe is clogged by grass and weeds, with water backing up in an adjoining field.	There is some growth of broom on shoulders, but usually the latter are bladed with the roadway.	A heavy growth of broom has invaded this project and it should be removed before it further encroaches on ditches and shoulders.	Few gui are and is

NOTED
W. M. SUFFLER

Bruce Ambler, County Engr.
John Catrall, Ore. St. Hwy. Dept.
J. F. Cameron, B.P.R.

REPORT OF JOINT MAINTENANCE INSPECTION
FEDERAL AID SECONDARY PROJECTS

DATE November 24, 1953

Lincoln County

Section	Surface	Drainage	Shoulders	Readside	Traffic Service	Maint. Rat'g Par 100
entilla Creek.	Although the surface is now being bladed, it is quite badly potholed and appears to need more frequent blading. Said to carry heavy log traffic, and to be bladed once every two weeks. On grades where the surface is well drained there are no potholes. Believe some crown should be put in this surface to provide better drainage. Surface as constructed had 3" crown in 12'. It is now practically level and will not drain. 0.6 of a mile in the city of Siletz has been paved with 3" of asphaltic concrete, type 6201. It is in good condition.	At three farm approach roads culverts are blocked and water stands several inches deep. These pipe should be opened and in some cases may need from 4' to 6' extensions to prevent future blocking. We could not locate these cross drains in two cases, but it is almost certain these pipe are in. There were 1,629 ft. of 12" pipe installed at farm entrances. 51 such installations were made according to the plans, and there were probably several more actually installed since the 12" pipe overran 315 lineal feet. The point is that drainage under farm entrances was adequately provided for and there is no apparent reason why this drainage cannot be kept open. If it is not, extensive damage to this $200,000 project will result. At Sta. 394 the opening to the 18" concrete pipe is clogged by grass and weeds, with water backing up in an adjoining field.	There is some growth of broom on shoulders, but usually the latter are bladed with the roadway.	A heavy growth of broom has invaded this project and it should be removed before it further encroaches on ditches and shoulders.	Few signs or guide posts are needed and this item is satisfactory.	76

Inspected by:

REPORT OF JOINT MAINTENANCE INSPECTION
FEDERAL AID SECONDARY PROJECTS

DATE November 24, 1953

Lincol

Project No.	Section	Surface	Drainage	Shoulders	Readside
			Ditches are clogged and in need of cleaning. Most culvert entrances need cleaning.		

REMARKS: It is believed that the 3" of crushed rock surfacing is wearing out rapidly under the effect of heavy log traffic and much moisture. Potholes have cut through this material to the base rock in numerous places and although blading operations attempt to cut to the bottom of these holes, they cannot be entirely removed. Every effort should be made to keep ditches, farm entrance culverts and cross culvert inlets open. Also some crown should be put in this surface, since lack of crown is the chief cause of potholing and subsequent deterioration of the entire top portion of this surface.

It is reocommended that a letter be written to this County calling their attention to lack of drainage and crown in surface and damage it is doing to the surface. It is apparent that no work has been done on drainage facilities since construction.

REPORT OF JOINT MAINTENANCE INSPECTION
FEDERAL AID SECONDARY PROJECTS
DATE November 24, 1953

Lincoln County

Section	Surface	Drainage	Shoulders	Readside	Traffic Service	Maint. Rat'g Par 100
		Ditches are clogged and in need of cleaning. Most culvert entrances need cleaning.				

REMARKS: It is believed that the 3" of crushed rock surfacing is wearing out rapidly under the effect of heavy log traffic and much moisture. Potholes have cut through this material to the base rock in numerous places and although blading operations attempt to cut to the bottom of these holes, they cannot be entirely removed. Every effort should be made to keep ditches, farm entrance culverts and cross culvert inlets open. Also some crown should be put in this surface, since lack of crown is the chief cause of potholing and subsequent deterioration of the entire top portion of this surface.

It is reccommended that a letter be written to this County calling their attention to lack of drainage and crown in surface and damage it is doing to the surface. It is apparent that no work has been done on drainage facilities since construction.

RECEIVED
FOR FILING

S-105(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 30, 1952

~~(CONTRACT NO.)~~ 3451	(EST. NO.)	(CONTRACTOR)
3481	13-final	Floyd Graham Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23993	R-56577	$ 9,979.57	12/29/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: To July 31, 1952 without penalty

Completion Date: June 23, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-2-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
1-2-53

Warrant Mailed: A. A. Wicklander

RECEIVED
DEC 22 1952
FOR FILING

S-108(1)

3481

December 18, 1952

Oregon State Highway Commission

Gentlemen:

Final computations on the Siletz-Logsden Section of the Siletz-Logsden County Road indicate that the project authorization will overrun 9.3 per cent, or approximately $18,500. There was some overrun of anticipated quantities by reason of minor slides and additional surfacing required, but the major overrun was in the engineering costs, which are over the authorization approximately $14,000.

This was a relatively inexpensive project, based on per mile cost, as the per mile cost is slightly less than $30,000 per mile. Due to an excessively wet season in the fall of 1951 the contractor was unable to complete by the specified date of October 31, and it was necessary to carry the project over the winter, with the final completion date of June 23, 1952. This, of course, materially increased the engineering costs.

This matter will be on the next agenda, and I respectfully request that you approve the additional authorization of $18,500 for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

WCW:me 1g

RECEIVED
DEC 1952
FOR FILING

5-105(1)

3481

December 15, 1952

General Casualty Co. of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3481 for work performed on the Siletz-Logsden Section of the Siletz-Logsden County Road in Lincoln County was completed by the contractor, Floyd Grahm Construction Company, on June 23 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $9,979.57 will be released to the contractor on or after December 26, 1952. The total contract amount is $190,031.92, of which amount $785.40 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD
12-15-52

NOTED
J. W. CATTRALL

FORM E-30 15M 10-48 20687

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Newport
November 25, 1952

SUBJECT:

To:

Mr. John Cattrall
Engineer, County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This is to notify you that the Siletz-Logsden County Road Project, Contract Number 3481, F.A. Project Number S-105(1), was completed on June 23, 1952.

The Delake-Newport-Toledo project, Contract Number 3733, was completed on October 9, 1952.

I overlooked sending you this notice and in the future will endeavor to send them in on completion of the contract.

Very truly yours,

BP Huntley

Resident Engineer

BPH:pg

RECEIVED
NOV 28 1952

RECEIVED
FOR FILING

5-[illegible]

3411

PHONE 840
OR
42X30

FLOYD GRAHM CONSTRUCTION CO.
680 EAST ROSE STEET
P.O. BOX 234
LEBANON, OREGON

Oct. 7, 1952

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Commission

Salem, Oregon

Re: Cont. #3481
Siletz-Logsden County Road

Gentlemen:

I acknowledge receipt of Estimate No. 12, Semi-Final. Be advised that the same is being returned to you with the following objections:

1. The yardage under Item 4, being General Excavation, Location "A", in the amount of 46,850.1 yards, is disputed. There should be an allowance of at least 15,000 additional yards. Some additional payment should be allowed on the excess yardage due to the necessity of going below grade and the attendant extra work.

2. On General Excavation "B", being item 5, an additional amount is demanded for the 11,000 yards of excavation required for changing of slopes, etc. I should be allowed an additional sum of at least $0.50 per yard for this. The additional work was in excess of the 25% limitation, and also materially changed the character of this work.

I would appreciate your advising the writer when you will be available so that I can discuss my claims with you personally.

Very truly yours,

Floyd Grahm Const. Co.

Floyd Grahm

Floyd Grahm - Manager

RECEIVED
OCT 8 1952
OREGON
STATE HIGHWAY COMMISSION

ASSIGNMENT

No. 3763
By WCW

October 9, 1952

scription: Letter of October 7 by Floyd Grahm Construction Company re Contract No. [illegible], Siletz-Logsden County Road; and Estimate #12, Semi-Final; Record of Extra Work Bills; and statement

Acknowledged by _____ Referred to ____Smith______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for ______________ signature
____

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed [illegible] Report received __________

Remarks: He should talk to either Walker or you.
WCW

NOTED
W. C. WILLIAMS Williams ✓

H. H. Smith arranged
with Graham for a Price
Agreement allowing additional
30 d per yard on excavation
back of original slope lines.
Sup P.

3M

This copy for:
Contractor . . . ☑
Division Engineer . ☐
Resident Engineer . ☐
Salem Office . . . ☐

OREGON STATE HIGHWAY DEPARTMENT

RECORD OF EXTRA WORK BILLS

To accompany:
Estimate No. 12
Contract No. 3481

Bills submitted with this month's estimate.

Bills previously submitted but which have not been paid or otherwise disposed of.

Extra Work Order No.	Bill No. or Other Identification	Amount of Bill as Submitted by Contractor		Amount of Bill as Approved by Resident Engineer		Amount of Bill as Paid on This Month's Estimate		REMARKS (Note—Resident Engineer will make no entries on right half of this sheet)
1	1	488	25	488	25			
1	2	297	15	297	15	297	15	

B P Huntley
Resident Engineer

Box 37, Newport
Mail Address

297	15	Total amount of force account paid this estimate.
488	25	Total previously paid.
785	40	Total payments on force account work.

INSTRUCTIONS

Beginning with the first monthly estimate with which extra work bills are submitted, each and every monthly estimate shall be accompanied by a report on this form. Resident Engineer shall submit four copies to Salem Office, retaining one copy for his files. Salem Office, after supplying information as to bills passed for payment, will send one copy to Contractor, one to Division Engineer, and one to Resident Engineer, retaining the fourth copy.

Resident Engineer will indicate division between bills submitted with this month's estimate and bills previously submitted by drawing heavy horizontal line across left half of sheet.

STATE PRINTING

RECEIVED
OCT 7 - 1952
FOR FILING

[illegible] (1)

October 6, 1952

General Casualty Company of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Floyd Grahm Construction Co. on contract No. 3481, for grading and surfacing on the Siletz-Logsden County Road in Lincoln County.

This payment, in the amount of $3,534.18, will be released to the contractor on or after October 16, 1952. The retained percentage is $5,568.63.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Genrral Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

Form E-1

5-105(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. [illegible], 19 52

Section Siletz-Logsden

Kind of work Grading & Surfacing

Highway Siletz-Logsden County Road

Section prefix [illegible]-1017

Contractor Floyd Grahm Construction Co.

Contract number [illegible]

Date of contract April 12, 19 51

Date of completion October 31, 19 51

Date work started May 9, 19 51

Estimated date of completion ...., 19 ....

Amount of contract $ 177,[illegible]

Per cent of time elapsed .... %

Estimated cost of completed project, exclusive of engineering $ 135,[illegible]

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 27,330, 197 %

Date project was completed June [illegible], 19 52

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final is completed and I will bring it in one day this week.

With Scott Bros. working the surfacing on the [illegible]-Toledo project [illegible] the [illegible] job it [illegible] fairly rough [illegible] to complete the final estimate [illegible] time.

NOTED

RECEIVED

Signed B. P. Huntley

Address Box 57, [illegible]

NOTED
B. A. MARTIN

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
JUL [illegible]
FOR FILING

[illegible]

3481

July 21, 1952

General Casualty Company of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Floyd Grahm Construction Co. a portion of the funds heretofore retained by the Commission in connection with Contract No. 3481, for grading and surfacing on the Siletz-Logsden Section of the Siletz-Logsden County Road in Lincoln County.

This payment, in the amount of $13,686.86, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,459.32. The present payment will be released on or after July 31, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Company of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

-21-52

NOTED
J. W. CATTRALL

July 3, 1952

NOTED
Harold C. Ayers

Lincoln County Court
County Courthouse
Toledo, Oregon

Gentlemen:

This is to advise that work was completed on June 23, 1952, on Contract No. 3481, Siletz-Logsden Section, in connection with Oregon Project S-105(1) on FAS Highway 150 in Lincoln County.

Under the terms of the maintenance agreement signed by the Lincoln County Court on April 10, 1951, and by the State Highway Commission on April 20, 1951, the County assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, June 23, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:[illegible]

FORM E-129X 37,000 4-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

COPY

June 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
Harold C. Ayers

Dear Sir:

This is to advise you that work was completed on June 23, 1952 on Contract No. 3481, Siletz-Logsden Section, in connection with Federal Aid Project No. S-105 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

NOTED
HALDEMANN

Rd 150, Lincoln Co
County Notified
June 30, 1952

cc John Cattrall

RECEIVED
JUN 30 1952
ENGINEER

FORM E-80X 25M 3-51 47190

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

221-1027

Salem, Oregon
June 24, 1952

NOTED
Harold C. Ayers

SUBJECT:

NOTED
J. W. CATTRALL

To:

Mr. H. G. Smith
Construction Engineer
Department

Dear Sir:

Yesterday Mr. Eason and myself with Mr. Huntley, Mr. Hagemann from the County and City Relations, and Mr. Bruce Ambler inspected the Siletz-Logsden Project, Contract No. 3481.

The contractor has completed operations on this section and, I would say, in a very creditable manner. The job appears satisfactory and we advised Mr. Huntley that he might release the contractor. Mr. Ambler expressed himself as being well pleased with all features of the job.

Yours very truly,

JDWalker

J. D. WALKER
Division Engineer

JDW:AM
cc Mr. B. P. Huntley
Mr. John Cattrall

NOTED
J. HAGEMANN

RECEIVED
JUN 25 1952
ENGINEER
[illegible]

RECEIVED
NOV 28 1951
FOR FILING

[illegible]

3481

November 27, 1951

Floyd Grahm Construction Co.
680 East Rose St.
Lebanon, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 270 days, from October 31, 1951 to July 31, 1952, within which to complete your contract No. 3481 for grading and surfacing on the Siletz-Logsden Section of the Siletz-Logsden County Road in Lincoln County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

B. P. Huntley,
Resident Engineer

R. G. Smith,
Construction Engineer

[illegible]

11-27-51

RECEIVED
NOV 1951
FOR FILING

[illegible]

3481

November 6, 1951

Request for extension of time
No. 16
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Floyd Grahm Construction Co. for an extension of time on Contract No. 3481, Siletz-Logsden Section of the Siletz-Logsden County Road, from October 31, 1951 to July 31, 1952.

The contractor has had great difficulty in obtaining equipment and operators but has succeeded in grading the roadbed from the east end of the project to the west side of Klamath Grade and has surfaced this portion so it is suitable for winter travel. Because of wet weather further grading cannot be completed until next spring.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

HGS:sh lg

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
OCT 30 1951
FOR FILING

October 29, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3481, Siletz - Logsden Section of the Siletz-Logsden County Road, Ore. S-105 (1), from October 31st, 1951 to July 31st, 1952, to Floyd Grahm Const. Co., Contractor.

The contractor had great difficulty in obtaining equipment and operators, but has succeeded in grading the roadbed from the East end of the project to the West side of Klamath Grade, and has surfaced this portion so that it is suitable for winter use. Because of wet weather the balance of the grading cannot be completed until next spring.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith
EAP:sh

RECEIVED
1 - 1951
FOR FILING

3481

Mrs Lewis

September 27, 1951

Oceanlake Sand and Gravel Company

Oceanlake, Oregon

Attention: Lyle Hasselbrink

Gentlemen:

This is in reply to your letter of September 24, concerning concrete furnished to George E. Berry on the Siletz-Logsdon job. Lloyd Graham Construction Company, 680 East Rose Street, Lebanon, Oregon, is the principal contractor on this job which is identified in our records as contract No. 3481 for grading and surfacing the Siletz-Logsdon Section of the Siletz-Logsdon-Lincoln County Road.

Each principal highway contractor is required to provide a performance bond with each contract awarded to him. This bond covers not only completion of the work, but payment of all bills incurred in connection with the job. The bond company in this instance is the General Casualty Company of America through Mansfield and Company, 302 Lewis Building, Portland 4, Oregon.

The State does not recognize sub-contractors on the job, but looks to the principal of the bond for satisfactory performance. If you wish to file a claim against this job it should be made against both the principal contractor and the sub-contractor. We would appreciate receiving a copy in this office so that we may keep our records up to date. If you feel it necessary to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission it is suggested that you file your claim with the Secretary of State. For your convenience in so doing there is attached an excerpt from the Oregon laws outlining the necessary procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FQ:je

Oceanlake Sand and Gravel Company

"Ready - Mix" **Concrete**

Building Supplies

Lyle Hasselbrink

Phone: DeLake 2544

"Ready-Mix"
Concrete

Concrete
Finishing

Mason
Supplies

Road
Rock

Excavating
and Fill Dirt

Top Soil

Utah Coal

Gasco Briquets

Prestologs

"Giant"
Explosives

Sept. 24, 1951

State Highway Commission
Salem, Oregon

Gentlemen:

We are supplying concrete to George E. Berry, Box 263, North Powder, Ore., on the Siletz-Logsdon job. This is on an open account which is now past due.

As a materials supplier to a sub-contractor do we have any protection in this respect?

Yours very truly,

OCEANLAKE SAND AND GRAVEL CO.

By Lyle Hasselbrink

LH;CA

REFERRED TO
BY SECRETARY

RECEIVED
JUL 1[illegible] 1951
FOR FILING
FORM E-30 25M 11-50 44701

[illegible]

3481

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12th, 1951

SUBJECT:

To: Mr. F. D. Eason
Division Engineer
Building

NOTED
W. C. WILLIAMS

Dear Sir:

I am returning herewith four copies of a subcontract between the Graham Construction Company and George Berry covering items 20 and 21 on Contract #3481, Siletz-Logsden Section, Oregon S-105(1).

The subcontract is approved, and you may so advise the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

S-105(1)

[illegible]

July 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-105(1)
Siletz-Logsdon Section

Dear Sir:

Enclosed herewith for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jeon

2 (Revised 1940)

State Oregon
Project No. S-105(1)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of July, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of June, 1949, a program, which was approved on the 12th day of August, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 23rd day of June, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred twenty thousand and 00/100 dollars ($120,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans specifications, and/or estimates:

Between **survey station 0+18 on Buford Avenue at the Siletz Highway in Siletz and survey station 400+56.76 in the SE 1/4, Section 33, T-9-S, R-9-W W.M., without exception**

, length **7.601** miles, in **Lincoln** Count

being **Oregon Federal Aid/ Secondary** project No. **S-105(1)**, consisting of **7.601** miles

roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in leng~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completi said project, in strict compliance with said plans and specifications, which are by reference made a pa hereof, under its direct supervision, which shall include adequate inspection throughout the course of co struction, subject at all times to inspection and approval by the Public Roads Administration and accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the followi conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless t performance thereof by force account shall be approved by the Public Roads Administration.

16—11879-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred twenty thousand and 00/100 dollars ($120,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-four thousand nine hundred fifty-six and 30/100 dollars ($194,956.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
H B Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

RECEIVED
JUL [illegible] 1951
DIVISION

RECEIVED
FOR FILING DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

S105(1)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 21, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-105(1), Siletz-Logsden Section - Authorization to commence construction

Dear Sir:

Your application on subject project dated June 20, 1951 was received in this office June 21, 1951.

The work consists of the grading and surfacing of 7.60 miles of county road with heavy log haul over this particular section. Two inadequate timber bridges are to be replaced with reinforced concrete box culverts.

The total amount of steel required for the project is 19.1 tons.

Application is approved to commence construction but availability of steel is subject to Defense Construction Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

C. G. POLK
Acting District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

cc Paxson
Powell

RECEIVED
J

FOR FILING

S-105(1)

54-1

June 20, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Siletz-Logsden Section
F.A.P. Oregon S-105(1)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 20 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

ds
cc G. S. Paxson
C. A. Gardner

RECEIVED
FOR FILING

S-105(1)

3451

June 20, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Siletz-Logsden Section
F.A.P. Oregon S-105(1)

Herewith is Form HPAF-24, our application for authority to commence construction on the Siletz-Logsden Section of the Siletz-Logsden County Road. A contract for this project was awarded to Floyd Grahn Construction Co., of Lebanon, Oregon on April 12, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

BY

W. W. Stiffler
Assistant State Highway Engineer

Attached

ds
cc G. S. Paxson
C. A. Gardner

RECEIVED
FOR FILING

5-165(1)

54V1

June 12, 1951

2722.

Benton-Lincoln Electric Cooperative, Inc.
561 Van Buren Street
P. O. Box 69
Corvallis, Oregon

Gentlemen:

This is your authority to bill the Oregon State Highway Commission for the relocation of a junction pole in Section 7, Township 10 South, Range 8 West, Lincoln County, Oregon, at an estimated cost of $75.00.

This movement is in connection with the regrading of the Siletz-Logsden Federal Aid Secondary Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. F. D. Eason

ASSIGNMENT

June 7, 1951

No. 2722
By

Description: Letter of June 5 by James A. Brigman of Benton-Lincoln Electric Coop. regarding relocation of junction pole near Logsdon store, which is in Section 7, T. 10 S., R. 8 W., Lincoln County

Acknowledged by _ _ _ _ _ Referred to _ _Smith ✓_ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 6-11-51 me Report received _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

BENTON-LINCOLN ELECTRIC COOPERATIVE
INCORPORATED
561 VAN BUREN STREET
TELEPHONE 1345
P. O. Box 69 CORVALLIS, OREGON

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

June 5, 1951

W. C. [illegible]

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Your Resident Construction Engineer, Newport, Oregon, has requested that we relocate a junction pole, same being near the Logsden store which is approximately in Section 7, Township 10S, Range 8W, Lincoln County, Oregon. This relocation work is brought about by your changing the routing of the State Highway going east from Siletz. Since our pole is now on private property covered by an easement, the State Highway Commission should reimburse the Cooperative for the out-of-pocket labor expense.

We estimate that our out-of-pocket labor expense will not exceed $75.00. This covers the removal of one pole and the installation of a higher pole in the new location, and the up and down cost for the three circuit connections thereto. We would, accordingly, appreciate your authorization to bill the State Highway Commission for an amount not in excess of $75.00. Upon receipt of such authorization we will perform said work.

Yours very truly,

BENTON-LINCOLN ELECTRIC COOP.,INC.

James A. Brigman
James A. Brigman
System Engineer

JAB:mlb

cc: Resident Construction Engineer
State of Oregon Highway Commission
N. E. Bradshaw Street
Newport, Oregon

RECEIVED
OREGON DISTRICT
FOR FILING

S-105 (1)

3491

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In preparing the project agreement papers for Oregon Project No. S-105(1), it was noted the estimate shows a total cost of $190,556.30 instead of $194,956.30. The amount of federal participation was reduced from $120,000.00 to $118,000. We have corrected the papers to show the correct estimated cost and increased the federal share to the original $120,000.00.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

3481

May 23, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Siletz-Logsden Section, Project Number S-105 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

S. H. Probert
Office Engineer

JWN:plc

encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-105 (1)

SILETZ-LOGSDEN SECTION
OF THE LOGSDEN ROAD IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 16, 1951

Type Code 2010
Roadway (Sta. 0+18 to 400+56.76)

All Required		Clearing and Grubbing		$ 3,000.00
2,000	cu. yds.	Structural Excavation, Unclassified	$ 2.00	4,000.00
200	cu. yds.	Trench Excavation, Unclassified	2.00	400.00
48,000	cu. yds.	General Excavation, Location "A", Unclassified	0.30	14,400.00
27,000	cu. yds.	General Excavation, Location "B", Unclassified	0.50	13,500.00
101,000	yd.sta.	Short Overhaul	0.02	2,020.00
1,200	C-yd.sta.	Long Overhaul	0.50	600.00
7.60	miles	Finishing Roadbed and Slopes	300.00	2,280.00
4,300	lin. ft.	Rounding Cutbanks	0.20	860.00
90	lin. ft.	36-inch Corrugated Metal Pipe	12.00	1,080.00
40	lin. ft.	42-inch Corrugated Metal Pipe	14.50	580.00
1,700	lin. ft.	6-inch Perforated Metal Drain Pipe, Coated	1.75	2,975.00
1,500	lin. ft.	12-inch Concrete Pipe	1.50	2,250.00
2,000	lin. ft.	18-inch Concrete Pipe	3.00	6,000.00
120	lin. ft.	24-inch Concrete Pipe	4.00	480.00
20	lin. ft.	36-inch Concrete Pipe	8.40	168.00
1,200	lin. ft.	Salvaging Culvert Pipe	2.00	2,400.00
310	cu. yds.	3/8" - 0 Backfill in Drains	4.00	1,240.00
All Required		Providing for Traffic and Removal of Old Bridge		1,500.00
110	cu. yds.	Class "A" Concrete	60.00	6,600.00
19,000	lbs.	Metal Reinforcement	0.15	2,850.00
42,500	cu. yds.	4" - 0 Material in Surfacing	1.70	72,250.00
13,000	cu. yds.	1" - 0 Material in Surfacing	2.50	32,500.00
1,100	M-gal.	Sprinkling	3.00	3,300.00
			Subtotal	$173,233.00
			10% Engr. & Cont.	17,323.30
			Total	$190,556.30

Length of Roadway	7.601 miles
Cost per mile	$25,069.89

Federal Secondary Funds- -	$118,000.00
State Funds- -	72,556.30
	$190,556.30

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

March 21, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Siletz-Logsden Section, Project No. S-105 (1).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW:gm

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-105 (1)

SILETZ-LOGSDEN SECTION
OF THE LOGSDEN ROAD IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 21, 1951

Type Code 2010
Roadway (Sta. 0+18 to 400+56.76)

All Required		Clearing and Grubbing		$ 7,500.00
2,000	cu. yds.	Structural Excavation, Unclassified	$ 3.00	6,000.00
200	cu. yds.	Trench Excavation, Unclassified	3.00	600.00
48,000	cu. yds.	General Excavation, Location "A", Unclassified	0.35	16,800.00
27,000	cu. yds.	General Excavation, Location "B", Unclassified	0.70	18,900.00
101,000	yd. stas.	Short Overhaul	0.02	2,020.00
1,200	C-yd. sta.	Long Overhaul	0.50	600.00
7.60	miles	Finishing Roadbed and Slopes	500.00	3,800.00
4,300	lin. ft.	Rounding Cutbanks	0.20	860.00
90	lin. ft.	36" Corrugated Metal Pipe	11.00	990.00
40	lin. ft.	42" Corrugated Metal Pipe	15.00	600.00
1,700	lin. ft.	6" Perforated Metal Drain Pipe, Coated	1.85	3,145.00
1,500	lin. ft.	12" Concrete Pipe	2.50	3,750.00
2,000	lin. ft.	18" Concrete Pipe	3.50	7,000.00
120	lin. ft.	24" Concrete Pipe	5.00	600.00
20	lin. ft.	36" Concrete Pipe	11.00	220.00
1,200	lin. ft.	Salvaging Culvert Pipe	2.00	2,400.00
310	cu. yds.	3/8" - 0 Backfill in Drains	5.00	1,550.00
All Required		Providing for Traffic and Removal of Old Bridge		4,000.00
110	cu. yds.	Class "A" Concrete	55.00	6,050.00
19,000	lbs.	Metal Reinforcement	0.15	2,850.00
42,500	cu. yds.	4" - 0 Material in Surfacing	1.20	51,000.00
13,000	cu. yds.	1" - 0 Material in Surfacing	2.75	35,750.00
1,100	M-gal.	Sprinkling	2.50	2,750.00
			Subtotal	$ 179,735.00
			10% Engr. & Cont.	17,973.50
			Total	$ 199,708.50

Length of Roadway	7.601 miles
Cost per mile	$26,273.97

Federal Secondary Funds- -	$120,000.00
State Funds- -	79,708.50
	$199,708.50

SILETZ-LOGSDEN SECTION

PROJECT NO. S-105(1)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

March 21, 1951

March 1, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Department of Commerce
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing eight copies of request for program change, for item number 93 of the Postwar Federal Aid Secondary Program, Project No. S-105 (1), Siletz-Bentilla Creek Section.

This project was originally programmed from Siletz to Oretown (Logsden) but due to overrun in cost a program change was requested by us and approved by our department to terminate the work at Bentilla Creek thus keeping the cost within the approximate program amount. This request was submitted June 2, 1950.

There has subsequently developed a sufficient unobligated and unprogrammed balance of 1950-51 Federal Secondary funds to complete this project to the approximate limits originally programmed and we are accordingly submitting our request to change the program to include this previously deleted section.

Very truly yours,

R. H. Baldock
State Highway Engineer

JN:cw

Encl.

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

June 2, 1950
(Date)

The following major program change of the individual project is requested:

Oregon (State)

Postwar Federal Aid Secondary Highway Program (Previous program)

August 12, 1949 (Date of approval)

UNTY Lincoln

Second Supplemental

Route No. FAS-150

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	93	S-72 (1)	Siletz to Croton	Survey-Plans					Gr., Dr., 2-lane low type surfacing
				Right-of-Way					
				Construction	100,000	58,000	42,000		
				TOTAL	100,000	58,000	42,000	6.50	
QUESTED REVISION	93	S-105 (1)	Siletz to Bentilla Creek	Survey-Plans					Same
				Right-of-Way					
				Construction	107,000	58,000	49,000		
				TOTAL	107,000	58,000	49,000	4.09	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date Jun. 2, 1950

Asst. (State Highway Engineer)

Reason for change: Project number originally assigned was used previously on another project. Length of project reduced to keep project cost within approximate programmed amount.

mmended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

VERNMENT PRINTING OFFICE 16—61088-1

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Act. (District Engineer)
FROM: R. H. Baldock
(State Highway Engineer)

March 1, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)
Postwar Federal Aid Secondary Highway Program
(Previous program)
August 12, 1949
(Date of approval)

COUNTY Lincoln
Second Supplemental
Route No. FAS 150

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programed	93	S-105 (1)	Siletz to Bentilla Creek	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	107,000	58,000	49,000		
				TOTAL	107,000	58,000	49,000	4.09	
Requested Revision	93	S-105 (1)	Siletz to Oretown (Logsden)	Survey-Plans					Gr., Dr., 2-lane low-type surfacing
				Right-of-Way					
				Construction	200,000	120,000	80,000		
				TOTAL	200,000	120,000	80,000	7.60	

Program Balance of ________ funds subsequent to approval of this and previously recommended changes is $________

Program Revision Request

Reason for change:

Date March 1, 1951

By R. H. Baldock
(State Highway Engineer)

Recommended: ________ (Division Engineer) ________ (Date)

Recommended for Approval: ________ (District Engineer) ________ (Date)

Approved: ________ (Acting Commissioner) ________ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61026-1

June 6, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Siletz-Bentilla Creek Section, Project No. S-105 (1).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWN:nd

Oregon State Highway Department

Federal Aid Secondary
Project No. S-105 (1)

SILETZ-BENTILLA CREEK SECTION OF THE LOGSDEN ROAD IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 6, 1950

Type Code 2010
Roadway (Sta. 0+10 to 216+60)

All Required		Clearing and Grubbing		$ 5,700.00
1,200	cu. yds.	Structural Excavation, Unclassified	$ 2.50	3,000.00
120	cu. yds.	Trench Excavation, Unclassified	2.50	300.00
28,000	cu. yds.	General Excavation, Location "A", Unclassified	0.35	9,800.00
27,000	cu. yds.	General Excavation, Location "B", Unclassified	0.55	14,850.00
83,000	yd. stas.	Short Overhaul	0.02	1,660.00
890	C-yd. stas.	Long Overhaul	0.50	445.00
4.09	miles	Finishing Roadway and Slopes	400.00	1,636.00
1,500	lin. ft.	Rounding Cutbanks	0.15	225.00
50	lin. ft.	36" Corrugated Metal Pipe	10.00	500.00
40	lin. ft.	42" Corrugated Metal Pipe	15.00	600.00
1,300	lin. ft.	6" Perforated Metal Drain Pipe, Coated	1.50	1,950.00
720	lin. ft.	12" Concrete Pipe	2.00	1,440.00
1,280	lin. ft.	18" Concrete Pipe	3.50	4,480.00
100	lin. ft.	24" Concrete Pipe	5.00	500.00
20	lin. ft.	36" Concrete Pipe	11.00	220.00
600	lin. ft.	Salvaging Culvert Pipe	1.50	900.00
250	cu. yds.	3/8" - 0" Backfill in Drains	4.00	1,000.00
23,000	cu. yds.	4" - 0" Material in Surfacing	1.20	27,600.00
7,000	cu. yds.	1" - 0" Material in Surfacing	2.75	19,250.00
600	M-gal.	Sprinkling	3.00	1,800.00
			Subtotal	$ 97,856.00
			10% Engr. & Cont.	9,785.60
			Total	$107,641.60

Length of Roadway 4.087 miles
Cost per mile, Roadway $26,337.55

Federal Secondary Funds- -	$ 58,000.00
State Funds- -	49,641.60
	$107,641.60

BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

February 6, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The project sketch map for FAS-72, Siletz-Logsden Secondary Highway submitted with your letter of August 25, 1949 was approved by W. H. Lynch, Division Engineer on January 9, 1950.

It has now come to our attention that the designation FAS-72 was previously used to cover preliminary engineering of a proposed road, 10 miles in length, between Fort Stevens and Camp Clatsop in Clatsop County. This project was not on the Federal-aid Secondary System but was given a secondary number in accordance with instructions in G.A.M. 112. This improvement was advanced to the project agreement stage as Project AW (FS) FAS 72 A(1), but the project agreement was later cancelled.

Due to prior use of Project FAS-72 in Clatsop County in our files it is requested that a new project number involving no duplication in the Federal Aid Secondary System be assigned to the Silitz-Logsden project in Lincoln County. The necessary changes can be made on the papers in this office upon receipt of the new number you select.

The change in project number will also require a program change for Item 95, Silitz-Logsden Road, on the Second Supplemental Postwar Federal Aid Secondary Highway Program dated June 3, 1949.

Very truly yours,

T. M. Davis
T. M. DAVIS
District Engineer

Use FAS-105

REFERRED TO
Prober
To Asst. Chief Engineer

March 26, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-105(1), Silets-Logsden Section of the Silets-Logsden Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorise your advertising for bids.

Approval for advertising is not to be construed as assurance that required steel products involved can be secured either with or without priority.

The usual copies of county resolution and maintenance agreement should be forwarded prior to submission of the project agreement estimate.

Very truly yours,

C. G. Polk
Acting District Engineer

RECEIVED
MAR 27 1951
OREGON
STATE HIGHWAY COMMISSION

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3481

May 15, 1951

Floyd Grahm Construction Co.
680 E. Rose Street
Lebanon, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3481, which was awarded to you on April 12, 1951 by the State Highway Commission, for grading and surfacing on the Siletz-Logsden Section of the Siletz-Logsden County Road in Lincoln County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encl. 1

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FOR FILING

S-105(1)

[illegible]

May 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on May 8, 1951 on Contract No. 3481, Siletz-Logsden Section, in connection with Federal Aid Project No. S-105 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

DBP:ple

NOTED
J. W. CATTRALL

April 24, 1951

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are four copies each of an encroachment resolution and a maintenance agreement adopted by Lincoln County in connection with the Siletz-Logsden Section, Oregon Project S-105(1), of FAS Highway 150. Also enclosed are four copies of an encroachment resolution adopted by the City of Siletz covering that portion of the project within the incorporated limits.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30 25M 5-50 40900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1951

SUBJECT:

To: Mr. John W. Cattrall
City & County Relations Dept.

Attached hereto, for further handling, are four fully executed copies of a maintenance agreement with the County of Lincoln in connection with the Siletz-Logsden section, FA Project S-105(1), of the Logdsen County Road, FAS Highway 150.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lincoln County.

Secretary

rn
encl. 4

RECEIVED
APR 24 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
FOR FILING

[illegible]

[illegible]

April 23, 1951

County Court of Lincoln County
Court House
Toledo, Oregon

Gentlemen:

We are enclosing herewith for the records and files of the County of Lincoln a fully executed copy of a maintenance agreement between the State Highway Commission and Lincoln County in connection with the Siletz-Logsden section, FAProject S-105(1), of the Logsden County Road, FAS Highway 150.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
APR 17 1951
FOR FILING

5-1-8(1)

3481

April 16, 1951

Floyd Grahm Construction Company
Box 234, Lebanon, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3481 for grading and surfacing on the Siletz-Logsden Section of the Siletz-Logsden County Road between Siletz and Logsden in Lincoln County. This award was based on your low bid of $177,233 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

S. H. Probert

RECEIVED
APR 17 1951
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

[illegible]

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 12, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-105(1), Siletz-Logsden Section of the Siletz-Logsden Road, to Floyd Graham Construction Company of Lebanon, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

April 11, 1951

NOTED
J. W. CATTRALL

Mr. Robert E. Collins
County Clerk, Lincoln County
Toledo, Oregon

Dear Sir:

Enclosed are seven copies each of an agreement and a resolution executed by the Lincoln County Court in connection with the proposed improvement of the Siletz-Logsden section of the Logsden County Road. The Court apparently overlooked having you attest their signatures. It would be appreciated if you would attest all seven copies of both the agreement and the resolution and return same to this office as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
J. W. CATTRALL

March 28, 1951

Honorable Tom F. Skelton
County Judge, Lincoln County
Toledo, Oregon

Dear Sir:

Enclosed are seven copies each of an encroachment resolution and maintenance agreement in connection with the proposed Siletz-Logsden project on the Logsden County Road, FAS Highway 150. The resolution and agreement are standard forms which are required by the Federal Bureau of Public Roads in connection with Federal Aid Secondary projects.

Lincoln County adopted a similar resolution and agreement on June 20, 1950; however, the project has since been revised and extended and the enclosed resolution and agreement cover the project as revised. Whatever steps necessary to cancel the resolution and agreement of June 20, 1950, should be taken by the Court.

After signature by the Court, please have the County Clerk attest the signatures and return six signed copies of the encroachment resolution and all seven signed copies of the maintenance agreement to this office. After signature by the Highway Commission, a fully executed copy of the maintenance agreement will be returned for the County's records.

In order that no further delay in this project will be incurred, please return the signed copies of the resolution and agreement to this office prior to April 6, 1951.

For your information and records, we are forwarding under separate cover a copy of the plans and specifications for this job.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

RECEIVED
MAR 27 1951
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

S-105(1)

3451

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 26, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-105(1), Siletz-Logsden Section of the Siletz-Logsden Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that required steel products involved can be secured either with or without priority.

The usual copies of county resolution and maintenance agreement should be forwarded prior to submission of the project agreement estimate.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

Copy to Probert.

RECEIVED
MAR 27 1951
OREGON
STATE HIGHWAY COMMISSION

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

Const
Fed Aid
Oreg. Hwy.

March 21, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A revision in limits and Federal funds in Item No. 93, Project S-105(1), Postwar Federal Aid Secondary Highway Program has been approved effective March 14, 1951. The action was requested in your letter of March 1, 1951.

The item will now appear on the program as follows:

Item	93
County	Lincoln
Project No.	S-105(1)
FAS Route No.	150
State Route	County Road
Termini:	Siletz to (Orton) Logsdon
Estimated Project Cost:	
Total	$200,000
Federal	120,000
State	80,000
Length	7.60 miles
Character of Work Proposed	Grading, draining, 2-lane low type surfacing

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Copy to Probert

RECEIVED
APR
FOR FILING

S-105(1)

3481

ALL ORDERS ARE ACCEPTED SUBJECT TO THE CONDITIONS ON THE BACK HEREOF

ARMCO DRAINAGE & METAL PRODUCTS, INC.
NORTH PACIFIC DIVISION
2321 S. E. GLADSTONE STREET PORTLAND 2, OREGON

April 6, 1951

NOTED
W. C. WILLIAMS

Gentlemen:

On April 12, 1951, the State Highway Commission of the State of Oregon will open bids for work on the Siletz-Logsden Section of the Siletz-Logsden County Road in Lincoln County.

On material which we are able to furnish, we quote the following prices:

Item No.	Amount	Diam.	Gage		Per Foot	Bands Ea.
10	90'	36"	12	Corrugated Metal Pipe, Dipped	$8.48	$ 8.45
11	40'	42"	12	" " " "	10.01	9.68
12	1,700'	6"	16	Perforated Metal Drain Pipe, Dipped......................	1.04	1.04

The above prices are for material f.o.b. truck at nearest practical point to job which motorized equipment can reach under its own power; truck driver to be the judge of delivery point. Prices do not include labor delay or other charges for unloading truck at the job site. We will load the truck, but you will unload. On lots of 20,000 pounds or more, we will allow one free hour for unloading, but afterwards $4.10 per hour is charged to you, the customer.

This quotation is subject to orders now or hereafter received for military or government purposes. Delivery, if promised, is an estimate and may be delayed without liability to us.

Terms are 1/2 of 1% discount ten days from the date of the invoice or net cash thirty days.

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

E W Gibson

E. W. Gibson:ihs

Manager
North Pacific Division

Subject to being awarded the contract we hereby order the above materials at the unit prices set forth above.

Subject________________________

Date________________________ By________________________

March 23, 1951

NOTED
J. W. CATTRALL

Honorable Tom F. Skelton
Lincoln County Judge
Toledo, Oregon

Dear Judge:

This is to acknowledge receipt of your letter of March 20 stating that Lincoln County has acquired the R/W for the Siletz-Logsden project by means of resolutions dated June 27, 1950, and December 26, 1950.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

SKELTON, JUDGE
L. T. GRANT, COMMISSIONER
RAY COX, COMMISSIONER
WALLIE HAMMOND, TREASURER
ROBERT E. COLLINS, CLERK
L. G. ENGLISH, DIST. ATTORNEY

TIMOTHY P. WELP, SHERIFF
W. H. OSBURN, ASSESSOR
F. O. PARKER, CORONER
JOE LONGFELLOW, SCHOOL SUPT.
D. B. AMBLER, SURVEYOR
NANCY WETMORE, HEALTH NURSE

County of Lincoln

TOLEDO, OREGON

1 copy

March 20, 1951

J. W. CATTRALL

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Lincoln County has acquired the right of way on the Siletz Logsden Road by two resolutions. The westerly half being acquired by resolution dated June 27, 1950 and the easterly half by resolution dated December 26, 1950.

The resolutions referred to describe the right of way as shown on the maps submitted by the State Highway Commission to Lincoln County for the revised alignment.

Yours very truly,

Tom F. Skelton

Tom F. Skelton, County Judge

TFS:ec

RECEIVED
MAR 22 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAR 22 1951
OREGON
STATE HIGHWAY COMMISSION

March 13, 1951

NOTED
J. W. CATTRALL

Mr. D. B. Ambler
Lincoln County Engineer
Toledo, Oregon

Dear Sir:

Enclosed are filing maps consisting of two tracings and four prints for the use of Lincoln County in filing for right-of-way upon Indian lands for the Siletz-Logsden County Road. The file numbers covered by these maps are 16568, 16570, 16577, 16579, 16580, and 16581.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 6, 1951
Salem, Oregon

SUBJECT: Indian lands on the
Siletz-Logsden County Road
Lincoln County

To: Mr. John W. Cattrall
County & City Relations Engineer
OFFICE

Dear Mr. Cattrall:

We are mailing you under separate cover filing maps consisting of two tracings and four prints for the use of Lincoln County in filing for right of way upon Indian lands for the Siletz-Logsden County Road. The file numbers covered by this map are Nos. 16568, 16570, 16577, 16579, 16580 and 16581.

Confirming the telephone conversation between your office and ours, as of this date we have received no other options or deeds from Lincoln County for this highway right of way.

Very truly yours,

J. M. DEVERS

By R. F. Smart

R. F. Smart

RFS:mmh
Enclosures

cc: Forrest Cooper

RECEIVED
MAR 7 1951
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

December 8, 1950

Mr. D. B. Ambler
Lincoln County Engineer
Toledo, Oregon

Dear Sir:

Enclosed in quadruplicate are option forms as listed on the attached sheet for the remainder of the Siletz-Logsden County Road right-of-way. This right-of-way is to be acquired by Lincoln County.

Option No. 16583 is a revision of a former option of only one parcel, 0.41 acre. Parcel 2 has been added to the option form.

The remainder of the option forms cover entirely new descriptions.

It would be appreciated if the County would furnish this office with a copy of all options or other instruments executed in securing the right-of-way from the property owners.

Under separate cover we are forwarding to you two copies of a profile map and a right-of-way map N. 5B-36-15, both maps being stamped November 29, 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.
cc: Honorable Franklin E. Gilkey,
Lincoln County Judge

Number	Name and Address		Area
16583	Roy L. Grinstead and Stella Elting, Logsden, Oregon		2.0 acres
16941	James B. Ryan Toledo, Oregon		0.1 acre
16942	Herman and Mary Langel Logsden, Oregon		0.95 acre
16943	Virgil L. and May Gibson Salem, Oregon	Parcel 1 Parcel 2	0.45 acre 0.87 acre
16944	Oscar and Christel Klinkhart Logsden, Oregon	Parcel 1 Parcel 2	0.34 acre 0.35 acre

FORM E-30 25M 8-50 42298

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1950

SUBJECT:

RECEIVED
DEC 8 1950
ENGINEER
COUNTY & CITY RELATIONS

To: Mr. John F. Cattrall
County and City Relations Engineer

Attached hereto, in quadruplicate, are option forms as listed below for the remainder of the Siletz-Logsden County Road right of way. This right of way is to be acquired by Lincoln County.

The Option 16583 is a revision of a former option of only one parcel, 0.41 acre. We have added Parcel 2 to the option form.

The remainder of the option forms are for an entirely new description.

Two profiles and maps No. [illegible] were handed to Mr. [illegible] this morning. These maps were [illegible] November 29, 1950.

Will you ask the county to furnish us a copy of the option or other instrument to be secured from the property owner?

Number	Name and Address		Area
16583	Roy L. Grinstead and Stella Elting Logsden, Oregon		2.0 acres
16941	James R. Ryan Toledo, Oregon		0.1 acre
16942	[illegible] and Mary Lengel Logsden, Oregon		0.95 acre
16943	Virgil L. and May Gibson Salem, Oregon	Parcel 1 Parcel 2	0.45 acre 0.27 acre
16944	Oscar and Christel Klinkhart Logsden, Oregon	Parcel 1 Parcel 2	0.34 acre 0.35 acre

Very truly yours,

J. M. DEVERS

By Earl F. Saling
Earl F. Saling

EFS:amc
Attach.
cc Mr. Forrest Cooper
cc Mr. J. N. [illegible]

RECEIVED
DEC 8 1950
ENGINEER
COUNTY & CITY RELATIONS

September 14, 1950

Mr. Bruce Ambler
Lincoln County Engineer
Toledo, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed are two copies of a list of options and descriptions of additional parcels of land to be acquired for right-of-way on the Siletz-Logsden County Road together with four copies each of the options and descriptions listed. Also enclosed is a copy of a letter from Mr. Earl Saling to this office which is self-explanatory. Under separate cover we are forwarding you two copies each of right-of-way map 5B-36-5 dated August 16, 1950, and of the profile map of this section.

The filing maps and certificates being prepared for the Indian Service will be forwarded as soon as completed.

Please forward a signed copy of each option and any other agreements entered into in connection with the right-of-way to this office when available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

cc: Honorable Franklin E. Gilkey,
Lincoln County Judge

25M 7-50

MMISSIONERS
EN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

September 13, 1950

Siletz-Logsden Section
County Road

Mr. John W. Cattrall
County & City Relations Engineer
Office

Dear Sir:

Herewith we hand you the options on files listed on the attached sheet together with descriptions of six (6) parcels of Indian Allotment Land on the Siletz Indian Reservation. These descriptions are for the additional parcels to be acquired on the Siletz-Logsden County Road Project which the State Highway Commission proposes to undertake through the Federal Aid set-up for Lincoln County. Lincoln County is to acquire the right of way as on previous projects. We will prepare the necessary filing maps with a certificate thereon for Lincoln County to apply for the Siletz Indian Reservation. They will be forwarded to you as soon as they are prepared.

You will note that the Thomas Scott and Thomas Smith descriptions are typed on real estate option forms. This is a typographical error as it is only necessary to submit descriptions to the government on property involved. However, we did not consider it sufficiently important to re-type these two descriptions. These government descriptions are enclosed in quadruplicate, the same as the options, in advance of the maps as the County may wish to negotiate with the Indian Service before the filing maps are prepared by this office.

When the options are taken and the approved maps are secured by the County, we would like to have a copy to prepare the construction plans, or a copy of the deedsconformed as executed with a copy of any other agreements entered into with the individual owners.

We are also enclosing under separate cover two prints of the right of way map No. 5B-36-15 on which we have stamped the date of August 16, 1950, together with two copies of the profile. You may turn the maps over to the county or keep one copy for your file, as you wish.

Yours very truly,

J. M. DEVERS

By Earl F. Saling
EARL F. SALING

cc: F. Cooper
EFS/bdr
Enc.

SILETZ-LOGSDEN COUNTY ROAD OPTIONS AND DESCRIPTIONS

File No.	Name	Area
16563	Isabel Bentley	1.00 acre
16564	L. T. Kelly et ux	0.07 acre
16565	Marion E. Smith	0.85 acre
16566	James A. Lancaster et ux	0.95 acre
16569	O. K. Atwood et ux	0.08 acre
16571	Clifford A. Beckett et ux	1.31 acres
16572	John F. Sweet et ux	0.64 acre
16573	Andy B. Clack et ux	0.90 acre
16574	Lewis W. Curtis et ux	0.92 acre & 1.97 acres
16575	C. D. Johnson Lumber Corp.	0.83 acre
16576	Asa Callister et ux	1.87 acres
16578	Roy L. Robertson et ux	0.81 acre
16582	Raymond W. Corbit et ux	0.29 acre
16583	Roy E. Grinstead et al	0.84 acre
	U.S. Indian Allotments	
16568	Thomas Scott	4.10 acres
16570	Thomas Smith	0.005 acre
16577	Lena Rippin	0.22 acre
16579	Abram Bell	0.94 acre
16580	Redmond Bell	0.92 acre
16581	Sarah Captain	1.04 acres

RECEIVED
FORM E-1285 25M 4-50
1950
FOR FILING

4-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

July 7, 1950

Oregon State Highway Commission

Gentlemen:

Chairman Chandler has expressed the desirability of completing improvement of the federal-aid secondary county road between Siletz and Logsden in Lincoln County. The distance between Siletz and Logsden is 7.59 miles. We are calling bids next week for a four-mile section extending from Siletz east, which is estimated to cost $107,650. To complete the grading for the additional 3.59-mile distance is estimated to cost $95,000, which includes a small bridge across Scott Creek but does not include the reconstruction of the existing bridge across Siletz River at Logsden. This structure is 320 feet long, consisting of 130 feet of approach trestle and a 190-foot wood truss span. The contemplated work on the Siletz-Logsden road was for grading and gravel surfacing and did not include the reconstruction of the Siletz River bridge at Logsden.

There are not sufficient secondary funds available in the 1950-51 program, in Division No. 2, to complete this road. I suggest that an additional $95,000 allocation be made from first-year federal-aid secondary funds in the next program. These funds should be available this fall, and the project could be put on quickly.

The reconstruction of the Siletz River bridge at Logsden is estimated to cost $82,000. The County Court has some thought of changing the route of the road into Logsden so that the bridge location would be considerably removed from the existing location. For this reason we do not see that we can give consideration now to the replacement of the bridge for the reason that it was not contemplated in the original project; further, the exact routing into Logsden has not been determined.

This matter will be on the next agenda for your consideration, and the Secretary will have a map showing this road.

Very truly yours,

R. H. Baldock
State Highway Engineer

FOR FILING

4 ✓

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 10, 1950

Oregon State Highway Commission

Gentlemen:

Herewith sketch map of the relocation of the Siletz-Logsden Section of the Logsden county road in Lincoln County. This survey covers a 7-mile section, and we have set up in the 1950-51 federal-aid program the amount of $100,000 for grading and surfacing. It is estimated that these funds will construct the westerly 4 miles of this location.

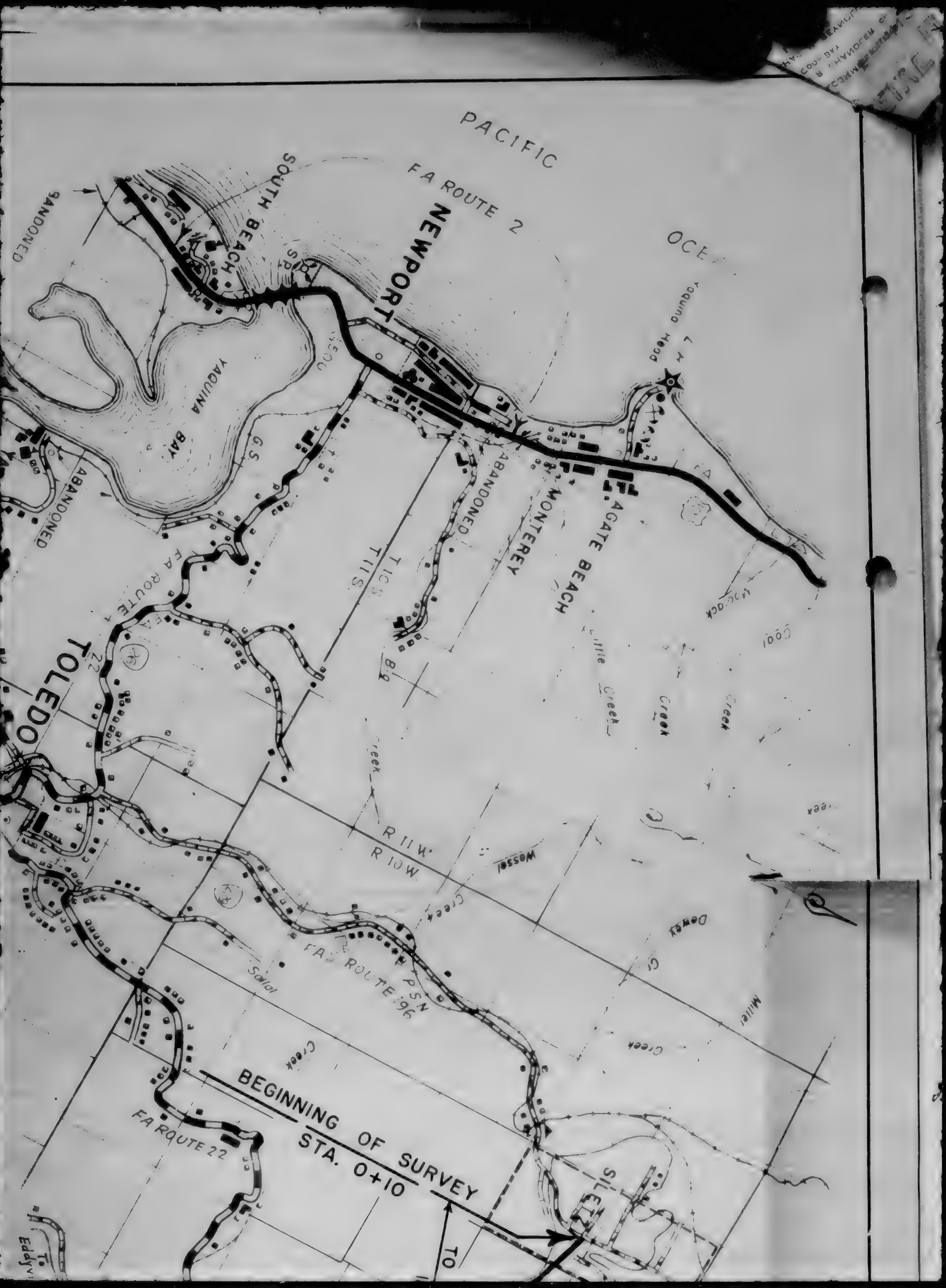
The location follows the existing road very closely but eliminates some sharp curves, both horizontal and vertical. Lincoln County is to secure the right of way at no cost to the State. It is recommended that this location be adopted and authority be given to call for bids in the immediate future.

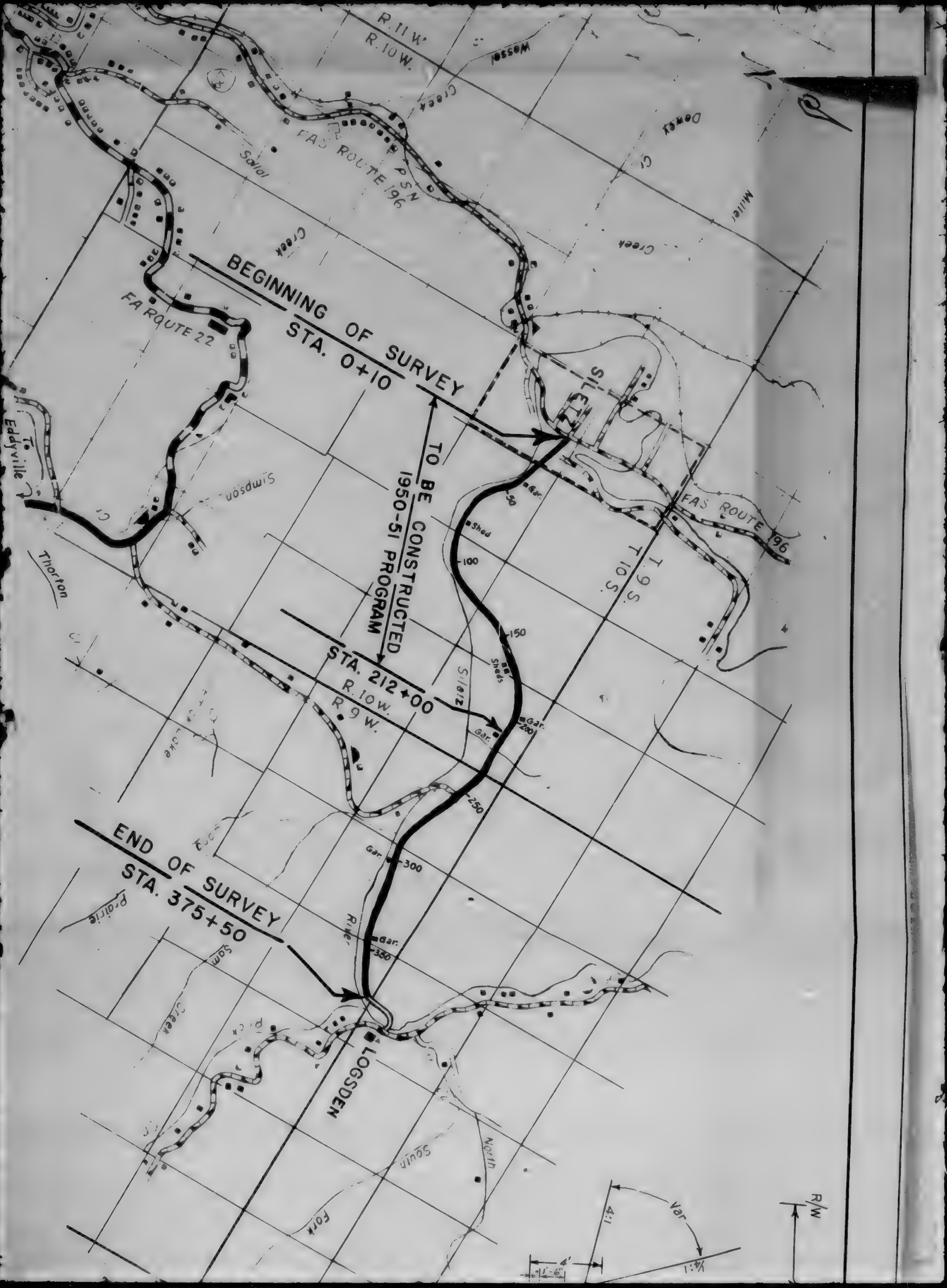
This matter will be in the agenda for the next meeting.

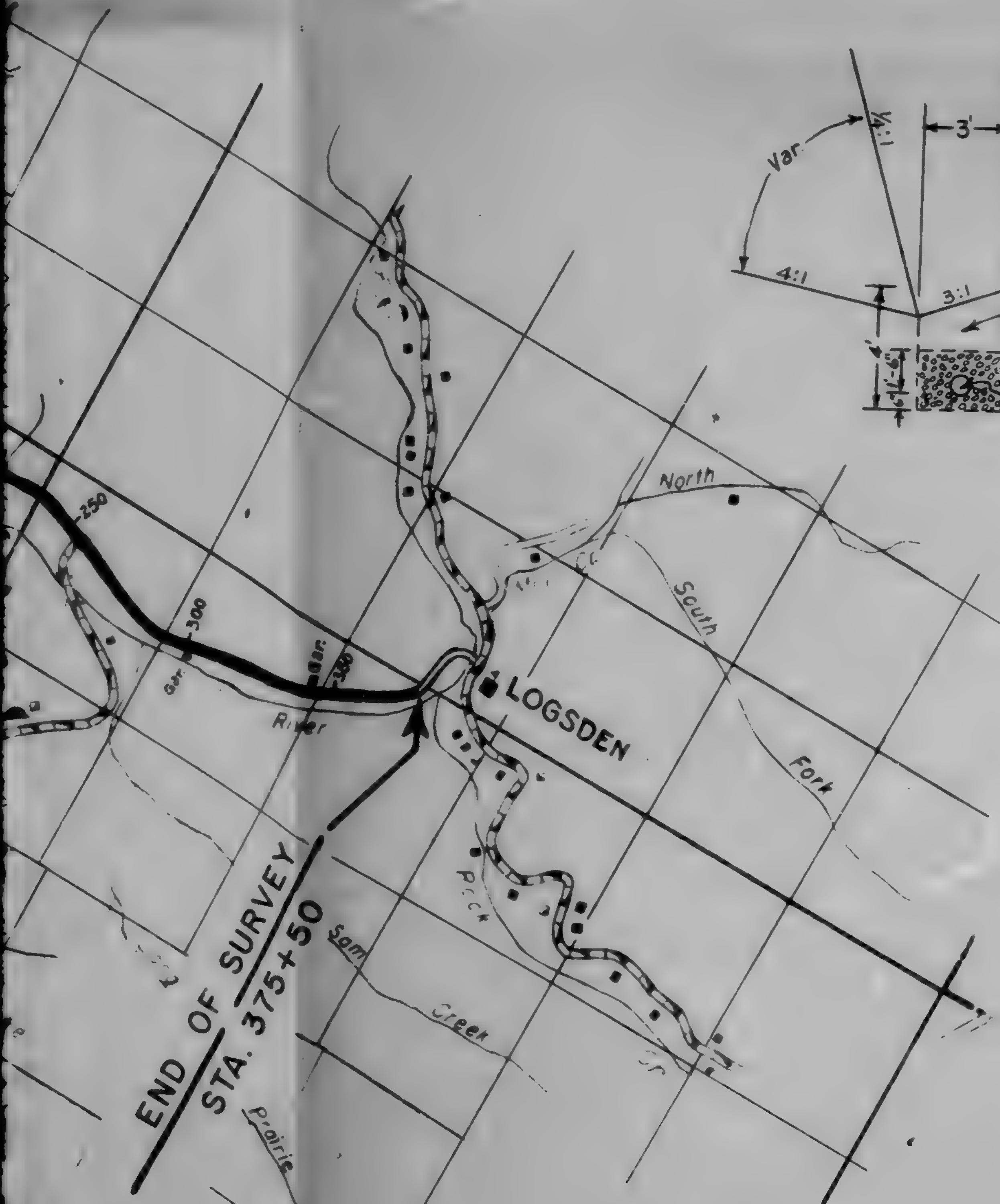
Very truly yours,

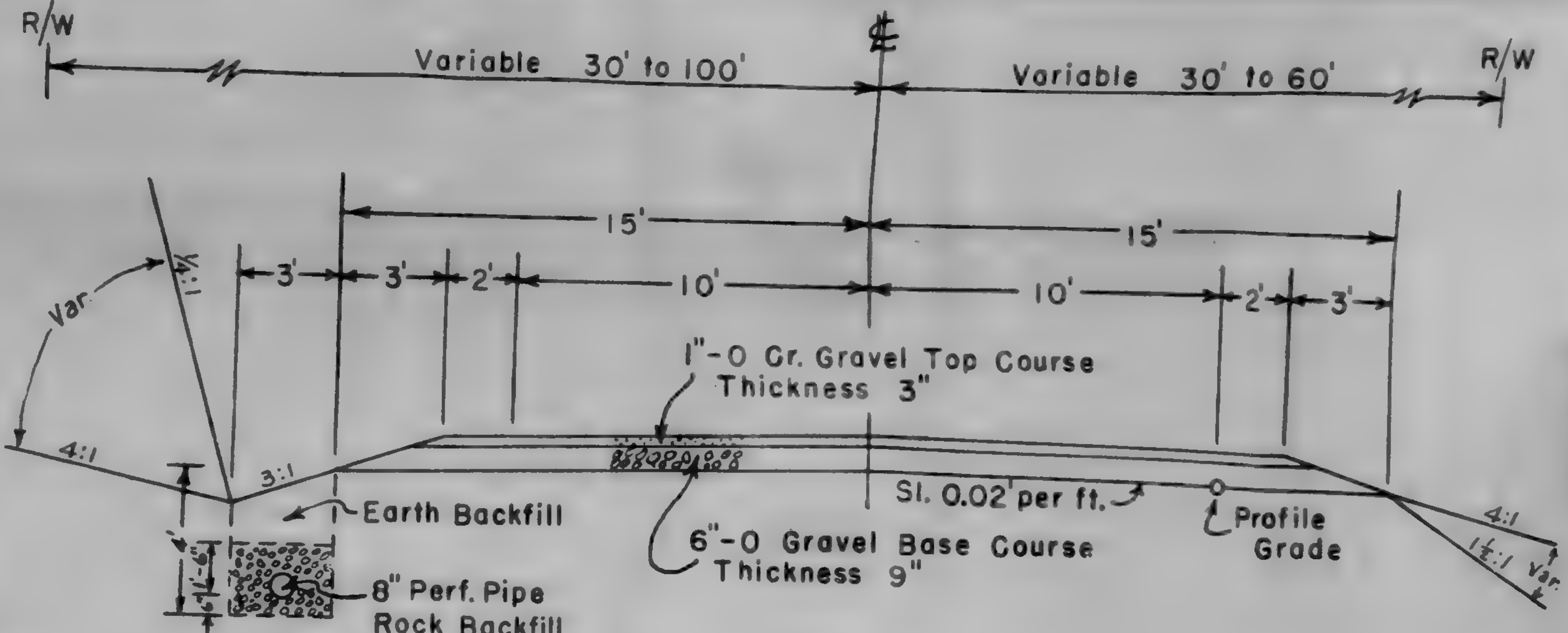
R. H. Baldock
State Highway Engineer

Encl.


PACIFIC OCEAN
FA ROUTE 2
NEWPORT
SOUTH BEACH
YAQUINA BAY
ABANDONED
ABANDONED
ABANDONED
Yaquina Head
AGATE BEACH
MONTEREY
T 11 S
T 10 S
Big Creek
Little Creek
Moolack
Coal
Creek
Creek
R 11 W
R 10 W
Wessel
Dewey Cr
Miller
Creek
Creek
Salad
FA ROUTE 22
FA ROUTE 96
TOLEDO
SILETZ
BEGINNING OF SURVEY
STA. 0+10
FA ROUTE 22
TO
To Eddyville


R.11W.
R.10W.
Wassel
Creek
Dewey
Cr.
FAS ROUTE 196
P.S.N.
Salal
Creek
Miller
Creek
BEGINNING OF SURVEY
STA. 0+10
FA ROUTE 22
To Eddyville
Simpson
Cr.
Thorton
TO BE CONSTRUCTED
1950-51 PROGRAM
SILETZ
FAS ROUTE 196
T.9S.
T.10S.
Gar.
50
Shed
100
150
Sheds
Siletz
STA. 212+00
R.10W.
R.9W.
Gar.
200
250
Gar.
300
River
Gar.
350
END OF SURVEY
STA. 375+50
Prairie
Sam
Creek
Rock
LOGSDEN
South
North
Fork
Var.
4:1
1½:1
4'
1'-6"
R/W


END OF SURVEY
STA. 375+50
LOGSDEN
250
300
350
Gar.
Gar.
River
Rock
Sam
Creek
Prairie
North
South
Fork
Cr.


R/W
Variable 30' to 100'
℄
Variable 30' to 60'
R/W
15'
15'
3'
3'
2'
10'
10'
2'
3'
Var.
1½:1
4:1
3:1
1"-0 Gr. Gravel Top Course Thickness 3"
Earth Backfill
8" Perf. Pipe Rock Backfill
6"-0 Gravel Base Course Thickness 9"
Sl. 0.02' per ft.
Profile Grade
4:1
1½:1
Var.

TYPICAL SECTION

NOTE- ■ Gar. ■ Shed DENOTES BLDGS. ON R/W

OREGON STATE HIGHWAY DEPARTMENT

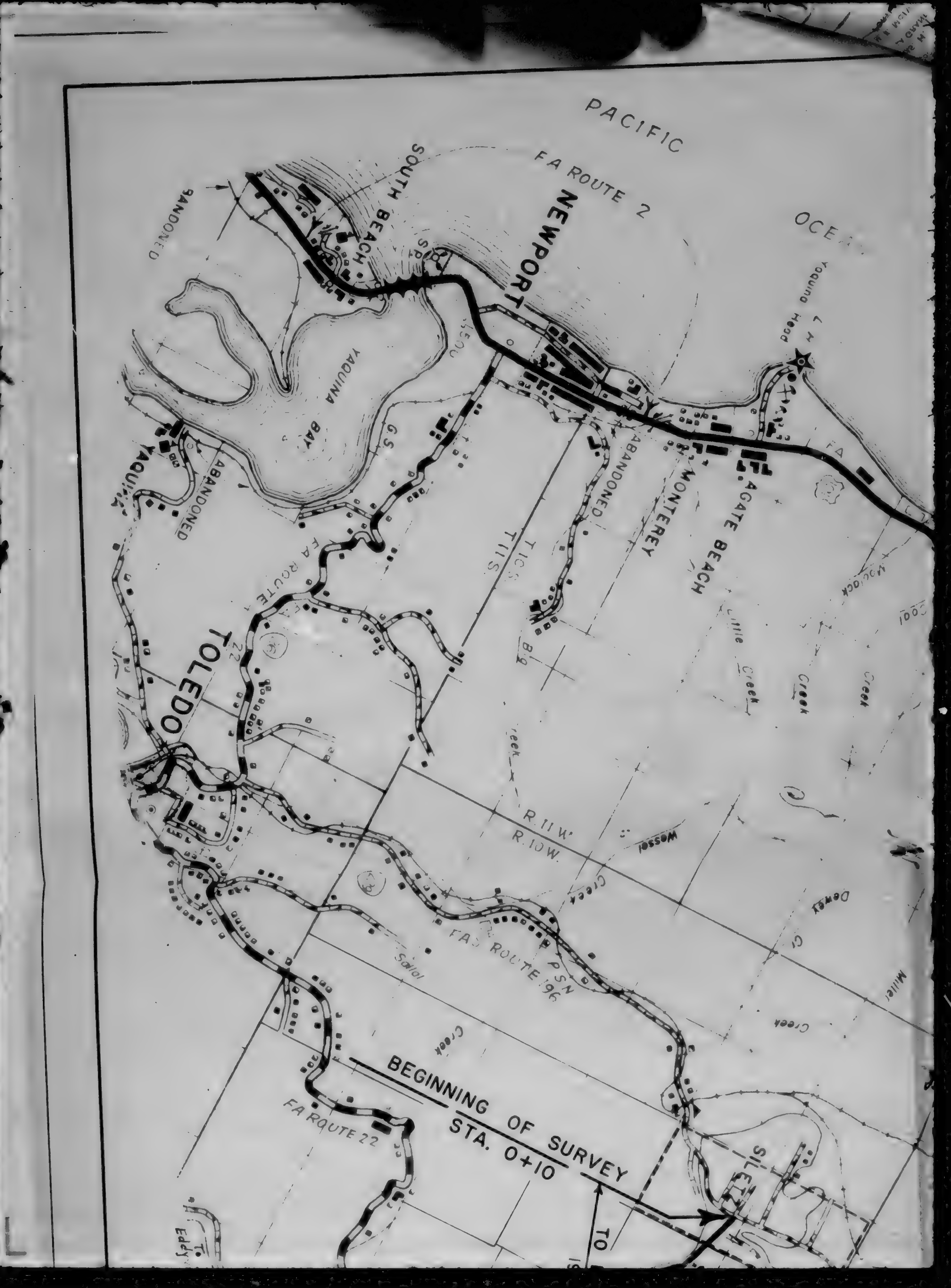
SKETCH MAP

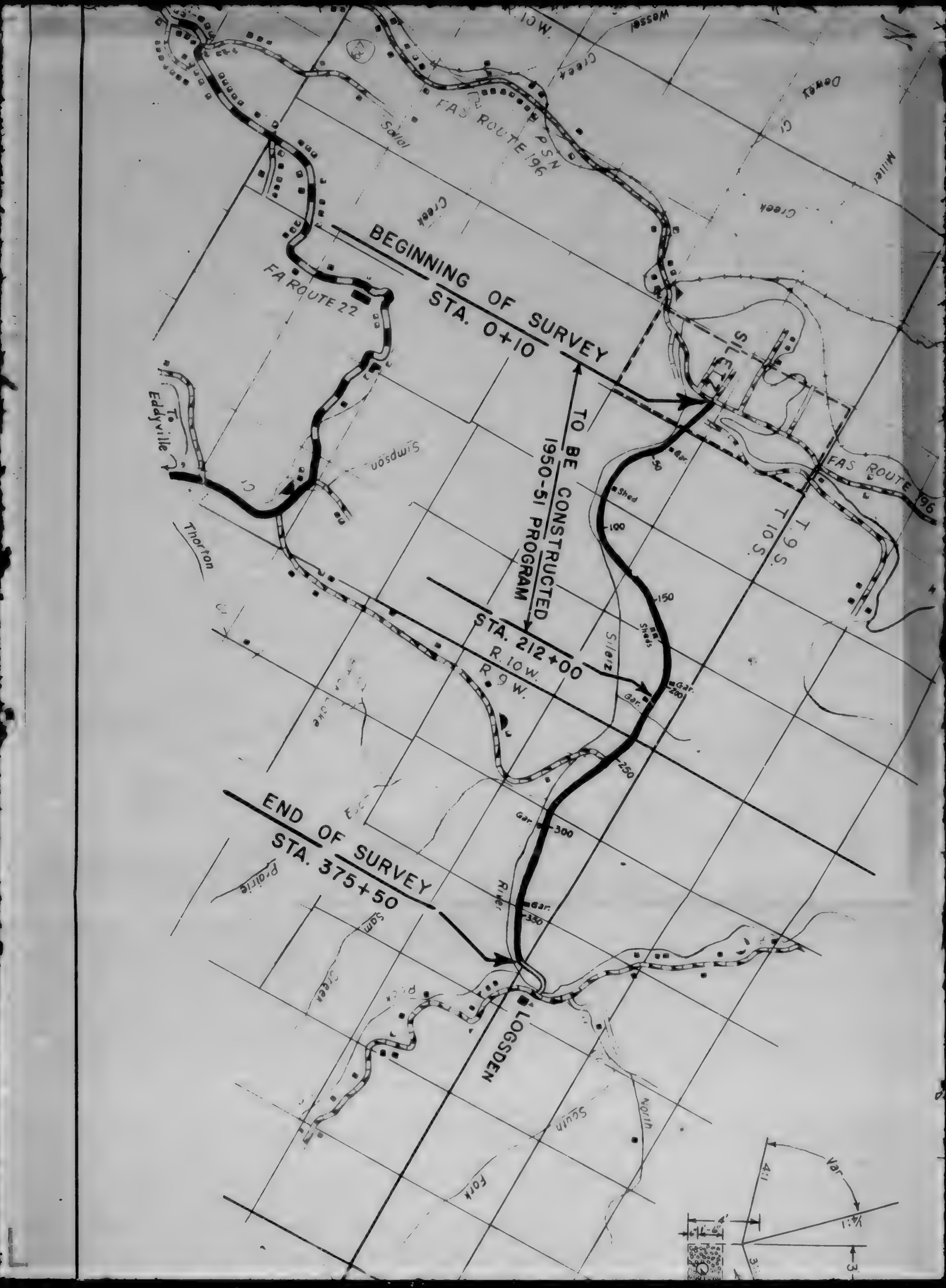
SILETZ - LOGSDEN SECT.

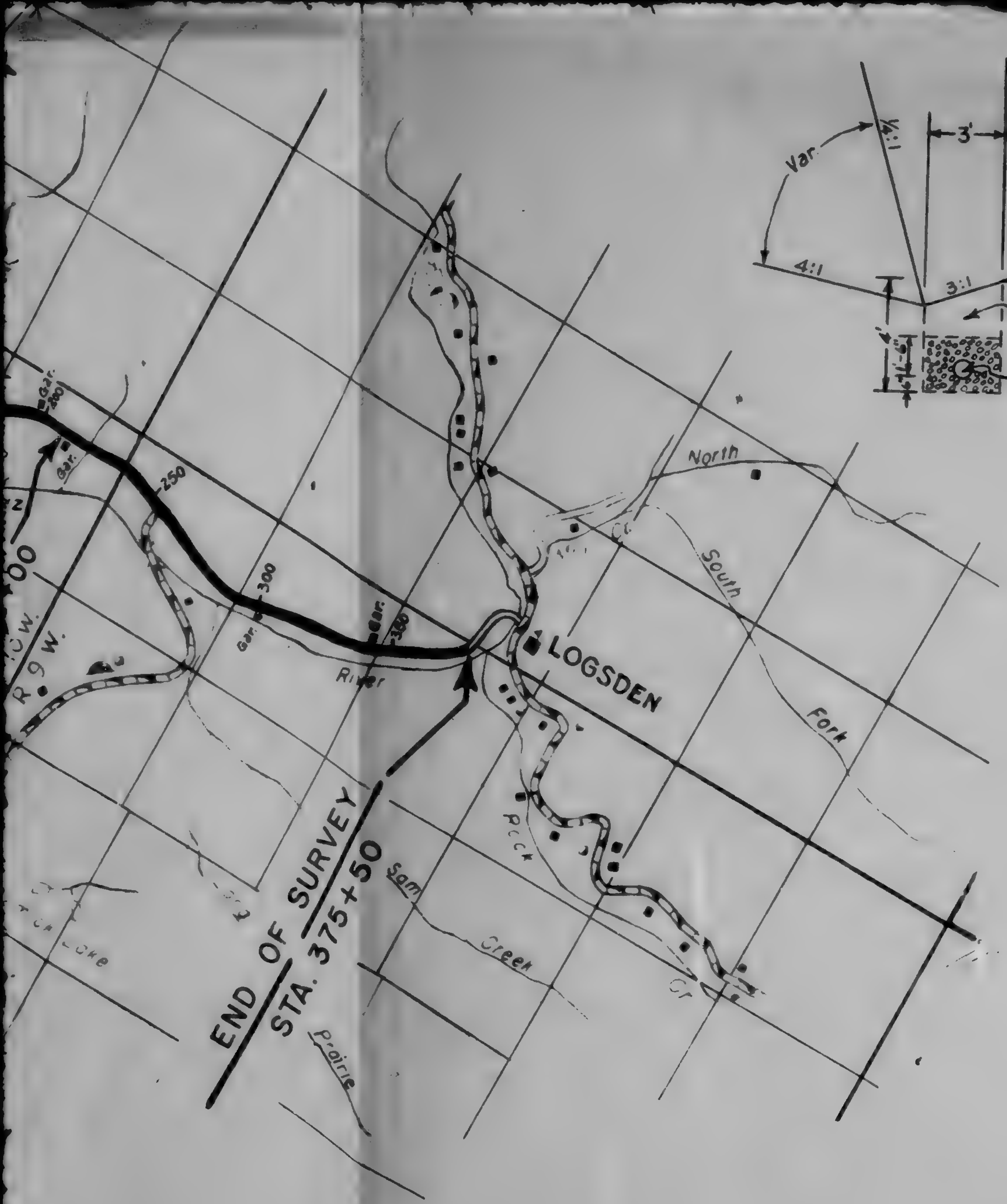
LOGSDEN ROAD

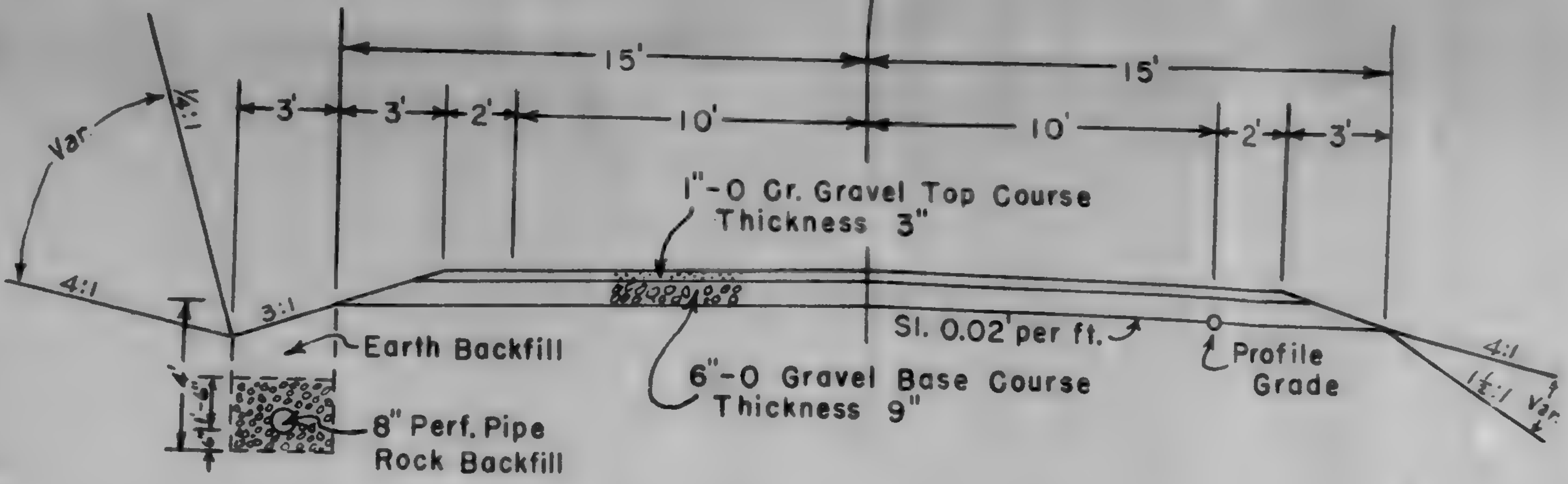
LINCOLN COUNTY

Scale 1" = 1 Mi. May 1950


PACIFIC
OCEA
FA ROUTE 2
NEWPORT
SOUTH BEACH
S.P.
ABANDONED
YAQUINA BAY
YAQUINA
ABANDONED
G.S.
Yaquina Head L.H.
FA
ABANDONED
MONTEREY
AGATE BEACH
T.11S
T.10S
FA ROUTE 22
TOLEDO
Big
Little Creek
Creek
Creek
Moolock
Wessel
R.11W.
R.10W.
Creek
Dewey Cr
Miller
Creek
FAS ROUTE 196
PSN
Salal
Creek
BEGINNING OF SURVEY
STA. 0+10
FA ROUTE 22
SILETZ
TO
To Eddyville


BEGINNING OF SURVEY
STA. 0+10
TO BE CONSTRUCTED
1950-51 PROGRAM
STA. 212+00
END OF SURVEY
STA. 375+50
LOGSDEN
FA ROUTE 22
FAS ROUTE 196
FAS ROUTE 196
To Eddyville
Simpson
Cr.
Thorton
Creek
Salal
Wessel
Creek
Dewey
Cr.
Miller
Creek
Siletz
River
Prairie
Sam
Steer
Rock
South
Fork
North
R. 10 W.
R. 9 W.
T. 9 S.
T. 10 S.
50
100
150
200
250
300
330
Shed
Sheds
Gar.
Var
4:1
1:1/4
4'
6'
1'-6"
3'
3


R 9 W.
Gar.
280
Gar.
250
Gar.
300
Gar.
380
River
LOGSDEN
END OF SURVEY
STA. 375+50
Sam
Creek
Rock
Cr.
Prairie
North
South
Fork
Cr.
Lake


15'
15'
3'
3'
2'
10'
10'
2'
3'
Var.
1½:1
4:1
3:1
1"-0 Cr. Gravel Top Course
Thickness 3"
Earth Backfill
6"-0 Gravel Base Course
Thickness 9"
8" Perf. Pipe
Rock Backfill
Sl. 0.02' per ft.
℄ Profile
Grade
4:1
1½:1 Var.

TYPICAL SECTION

NOTE– ■ Gar. ■ Shed DENOTES BLDGS. ON R/W

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

SILETZ–LOGSDEN SECT.

LOGSDEN ROAD

LINCOLN COUNTY

Scale 1" = 1 Mi. May 1950

For detail see 5B-36-15

June 28, 1950

Honorable Franklin E. Gilkey
County Judge, Lincoln County
Toledo, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed are right-of-way options in quintuplicate for parcels of land to be acquired from Lester L. and Pearl Smith and from J. E. and Grace Elting. These parcels will be extra right-of-way required for the Siletz-Bentilla Creek project.

Our Construction Department informs me that Mr. Ambler, Lincoln County Engineer, has been advised that these options would be forthcoming.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1950

SUBJECT: Our Files 16462 and 16463
Siletz-Logsden Section
Lincoln County Road

To:

Mr. John Cattrall
County and City Relations Engineer

OFFICE

NOTED
J. W. CATTRALL

Dear Mr. Cattrall:

Attached hereto are the two above options which represent additional right of way required for the Siletz-Logsden Project.

Will you kindly forward these as soon as possible to Lincoln County. Mr. Pease advises that the Engineering Department has already contacted the County Engineer and they have been advised that these papers will be forthcoming.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Ass't. Right of Way Engineer

RLP:MA

RECEIVED
JUN 28 1950
ENGINEER
COUNTY & CITY RELATIONS

F. E. Gilkey, Judge
Jack Patterson, Commissioner
L. T. Grant, Commissioner
Wallie Hammond, Treasurer
Robert E. Collins, Clerk
L. G. English, Dist. Attorney

Timothy P. Welp, Sheriff
W. H. Osburn, Assessor
F. O. Parker, Coroner
Joe Longfellow, School Supt.
D. B. Ambler, Surveyor
Audrey Jones, Health Nurse

COUNTY OF LINCOLN
TOLEDO, OREGON

June 27, 1950

COPY

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention: W. C. Williams

The County Court today filed a Resolution on the Siletz-Bentilla Creek Section of the Siletz-Logsden Road. This resolution is for the purpose of acquiring the property required for the realignment and improvement of this section of the county road. Arrangements have been made with the Indian Service whereby we will acquire rights of way on Indian allotment land.

To the best of my knowledge this clears the deck so that your office may proceed with the call for bids for this project.

Yours very truly,

F. E. Gilkey (sgd)

F. E. Gilkey, County Judge

FEG:ec

COPY

FORM E-123X 15M 8-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 16, 1950

NOTED
J. W. CATTRALL

Siletz Indian Lands
Siletz-Logsden County Road

Mr. Bruce Ambler
County Engineer
Lincoln County
Newport, Oregon

Dear Sir:

Enclosed herewith are two filing maps and four black and white prints thereof which we have prepared for your application on the right of way across the Siletz Indian Lands on the Siletz-Logsden County Road.

We hope that this will be sufficent to make your application for the land in question.

Yours very truly,

J. M. DEVERS

By

EARL F. SALING

Enc.
EFS/bdr
cc: Mr. J. W. Cattrall

RECEIVED
JUN 19 1950
ENGINEER
COUNTY [illegible] RELATIONS

June 15, 1950

NOTED
J. W. CATTRALL

Honorable Franklin E. Gilkey
County Judge, Lincoln County
Toledo, Oregon

Dear Sir:

Enclosed are eight copies each of a standard form of encroachment resolution and maintenance agreement covering the proposed improvement of the Siletz-Bentilla Creek Section of the Logsden County Road, FAS Highway 150.

It is a requirement of the Federal Bureau of Public Roads that this resolution and agreement be signed by the County Court before constructing the project.

Please return seven copies of the encroachment resolution and all eight copies of the maintenance agreement to this office. All copies should be signed by the County Court and attested by the County Clerk. After acceptance by the State Highway Commission a duly executed copy of the maintenance agreement will be returned for the County's files.

It will be appreciated if these copies of the resolution and agreement are in our hands prior to June 30, 1950.

Under separate cover we are forwarding you a set of plans for the County's files and information.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
J. W. CATTRALL

June 7, 1950

Honorable Franklin E. Gilkey
County Judge, Lincoln County
Toledo, Oregon

Dear Sir:

Attached please find four copies each of the right-of-way options containing the description of each parcel of land that will be required for the construction of the Siletz-Logsden County Road. Also included is a copy of our Right-of-Way Map 5B-36-15 and one copy of the profile map which covers this project.

It is planned to call for bids at the July 10-11 meeting of the Highway Commission. In order to award this contract at this time, all right-of-way will have to be secured at least by options. It would be appreciated if these options could be obtained and one copy forwarded to this office by June 30.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:[illegible]
Encl.

F.A.S. 150

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem Office
June 6, 1950

SUBJECT: Files as listed on attached sheet.
Siletz-Logsden County Road

To:

Mr. John W. Cattrall
County & City Relations Engineer

Dear Mr. Cattrall:

Listed on the attached sheet are the option forms which we are transmitting to you in quintuplicate for Lincoln County to acquire the Siletz-Logsden County Road right of way. This project came to this office June 1 with a note on it that Lincoln County was to acquire the right of way. We are also forwarding to you under separate cover two prints of our right of way map No. 5B-36-15 on the end of which we have stamped the date of June 1, 1950, and one copy of the profile stamped with the same date.

The program for commission letting shows this project is to be awarded at the July 10 and 11 meeting. For that reason the option forms should be expedited to Lincoln County. Please ask them to return one copy of the option or deed in order that the contractor may be aware of any extra provisions in the acquisition of the property.

Very truly yours,

J. M. DEVERS

By Earl F. Saling

Earl F. Saling

EFS:tk
Enc.

cc: Mr. Forrest Cooper

Options

Siletz-Logsden County Road | Right of Way

Number	Name	Area	
16316	W. H. Pennington and Marian Pennington	1.41	acres
16317	Ellen Watts Brown and Ruth Watts Umatata	.57	"
16318	Ethal M. and Winfred D. Olney	.06	"
16319	August E. Ray	0.14	"
16320	George W. and Bernice Andrews	0.05	"
16321	Mary Stemple (Contract to Erich and Irene Bahrke)	0.52	"
16322	Mary Stemple	0.08	"
16323	Harvey W. and Amanda G. Walker	0.03	"
16324	Clinton and Thelma Southwell	0.07	"
16325	Charles Larsen	0.12	"
16326	Alex and Hilda Schnaible	0.30	"
16327	W. C. and Ina Cline	0.30	"
16328	U. S.-Kitty Charlie-Allotment #81	0.50	"
16329	C. T. and Doris Castle	0.15	"
16332	U. S.-Rose Umatata-Allotment #471	0.41	"
16333	R. F. and Mae Downey	0.33	"
16334	Joseph F. Werner	1.43	"
16335	Paul and Ellen A. Gibson	0.07	"
16336	Lester and Effie Waltman	1.14	"
16337	E. G. Hindman Sr. and Eugene Hindman Jr.	0.01	"
16338	Blossom Adams-U. S. Allotment #7	0.37	"
16339	John Adams-U. S. Allotment #5	0.62	"
16340	G. B. Twitchell	0.31	"

FAS 150 Lin. Co.
[illegible]

December 13, 1948
Salem, Oregon

Mr. W. C. Williams
OFFICE

NOTED
FORREST COOPER

Lincoln County Court has been contacted regarding the Siletz-Logsdon County Road, F.A.S. 150, as mentioned in Mr. Baldock's letter of December 1 to Lincoln County Court.

The purchase of rights-of-way for this project has met favorably with the Lincoln County Court. Judge Gilkey is replying to this effect to Mr. Baldock.

Forrest Cooper
Engineer, County and City Relations

By: John W. Cattrall
Assistant Engineer

JWC:MM

NOTED
J. F. HAGEMANN

NOTED
JOHN W. CATTRALL

2-48

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 1, 1948

RECEIVED
DEC 2 1948
ENGINEER
COUNTY & CITY RELATIONS

County Court of Lincoln County
Toledo, Oregon

Gentlemen:

In considering the construction program for the years 1949 and 1950, the Highway Commission is considering, among other projects, the grading and surfacing of the Siletz-Logsdon County Road, which is Federal-aid Secondary Highway No. 150, at an estimated cost of $100,000. This involves a distance of approximately 6.5 miles.

As this road is not on the State Highway System, the Commission will consider its improvement with State and Federal funds only in the event that necessary rights of way will be acquired by the County without cost to the State. A minimum 60-foot right of way will be required on existing locations. Where a new route is selected, requiring the purchase of all new rights of way, the minimum right of way required would be 80 feet, but existing rights of way with a minimum of 60 feet will be accepted on existing roads, unless additional width is necessary for slopes or drainage.

Mr. Forrest Cooper, City and County Relations Engineer, or his representative, will contact you shortly and go over the project and endeavor to answer any questions you may have with regard to the project. After this visit, would appreciate an answer from you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Forrest Cooper

NOTED
CATTRALL

FAS 150
Lincoln Co.

April 27, 1946

Mr. J. C. Barclay
County Commissioner of Lincoln County
Alsea, Oregon

Dear Mr. Barclay:

In reply to your letter of April 24 with regard to the State and Federal Government taking over the road from Silets to Logsdon this year, I regret to advise you that it will be impossible for this to be done.

This matter was taken up with the Highway Commission about two months ago, and due to the fact that the first three-year post war program has been decided upon and approved in general by the Federal Government, funds will not be available for this particular road.

In my opinion it will be at least three years before any Federal and State funds can be expended upon this particular road.

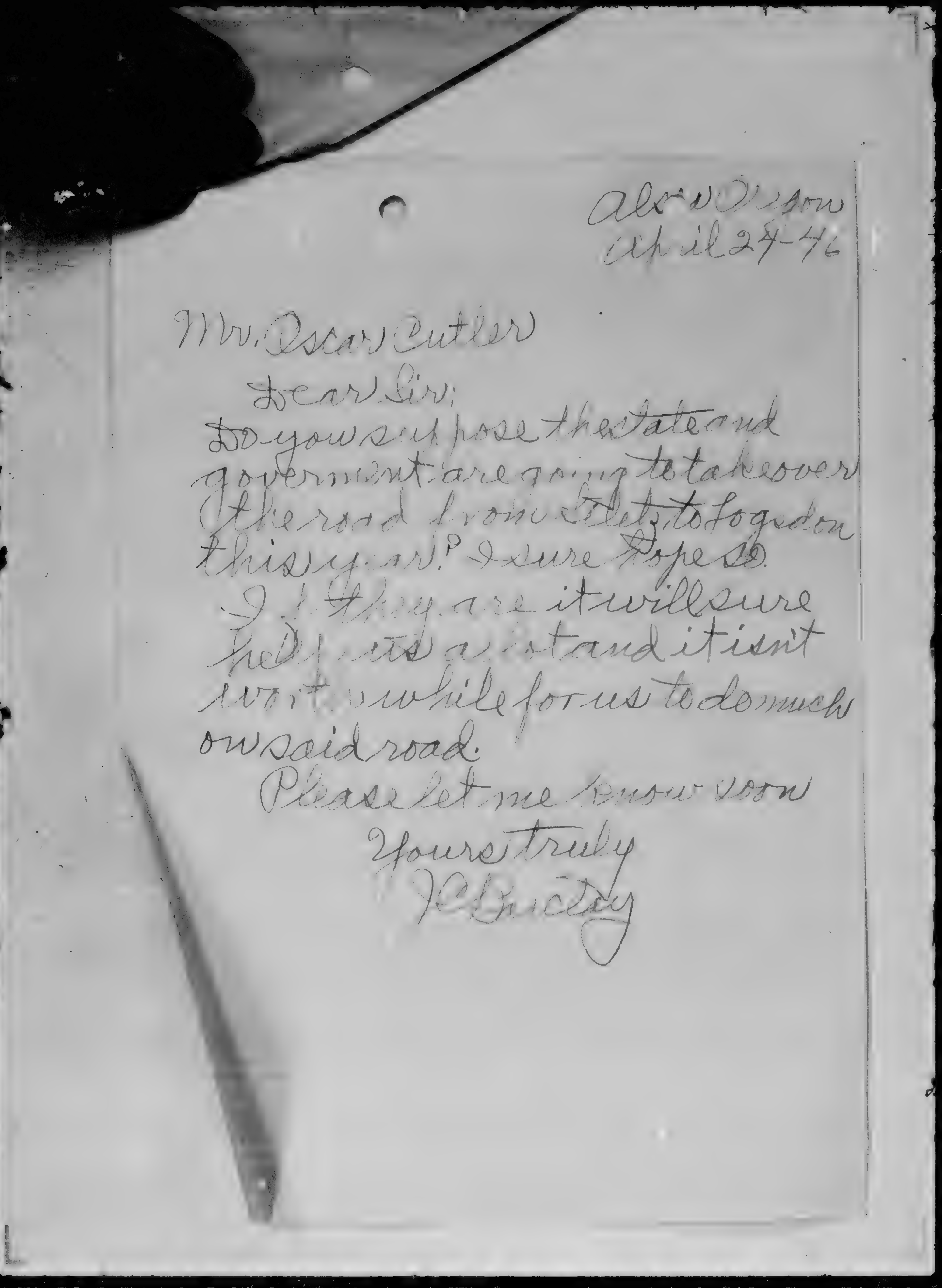
Sincerely yours,

R. H. Baldock
State Highway Engineer

By

Oscar Cutler
Engineer, County & City Relations

OC:me



Alsea Oregon
April 24-46

Mr. Oscar Cutler

Dear Sir:

Do you suppose the state and government are going to take over the road from Siletz to Logsden this year? I sure hope so.

If they are it will sure help us a lot and it isn't worth while for us to do much on said road.

Please let me know soon

Yours truly
J.C. Brictay

24-3635 Salem Sign Shed 1951

#3482

RECEIVED
FOR FILING

24-[illegible]

3482

OREGON STATE HIGHWAY COMMISSION
(date)
August 16, 1951

3482	1 F	Mills Construction Co.
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)

23371	R-21707	$1,151.75	Aug. 15, 1951
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: Aug. 31, 1951

Time Extensions: None needed

Completion Date: July 13, 1951

Date Accepted: Aug. 3, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 8-17-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
D. B. Taylor

RECEIVED
JUL 31 1951
FOR FILING

[illegible]-3685

[illegible]

July 27, 1951

Phoenix Indemnity Co.
360 Pine St.
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Dear Sir:

State highway contract No. 3482 covering construction of Sign Storage Building at Salem, Marion County, was completed by the contractor, Mills Construction Co., on July 13, 1951 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,151.75 will be made to the contractor after acceptance by the Highway Commission. The total contract amount is $10,997.02, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pioneer Trust Co.
109 N. Commerical St.
Salem, Oregon

NOTED BY [illegible]

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 5, 1951

Section Sign Storage Shed

Kind of work Constructing Bldg.

Highway Salem Shops Salem, Oregon

Section prefix 24-3635

Contractor Mills Construction Co.

Contract number 3482

Date of contract April 12, 1951

Date of completion August 31 1951

Date work started May 2, 1951

Estimated date of completion ____, 19__

Amount of contract $10,977.00

Per cent of time elapsed ____%

Estimated cost of completed project, exclusive of engineering . . . . $____

Per cent of contract completed, based on total contract price . . . . ____%

Our Cost to Date
Engineering cost to date $ 39.49, ____%

Date project was completed ____, 19__

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineer, exchanges in personnel of party, etc.:

Wed party set referance lines for building & set grades for footings, as requested by Jensen Res Bridge Eng'r.

Contractor in office Tues & Wed. Brought his shovel on the job Wed & completed excavating the footings by Thur.

NOTED
B. A. MARTIN

Signed J. F. McGee

Address ____

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

RECEIVED
MAY [illegible] 1951
FOR FILING

24-3685

3482

May 4, 1951

Mills Construction Company
Route 2, Box 203-B
Salem, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3482, which was awarded to you on April 12, 1951, by the State Highway Commission, covering construction of the Salem Sign Storage Building. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

RECEIVED
FOR FILING

24-3635

3482

Salem, Oregon
May 1, 1951

Salem Sign Shed Prefix

Mr. F. D. Mason

The Salem Sign Shed Contract No. 3482, awarded to Hills Construction Co. has been assigned the corrected prefix 24-3635. Please change your records accordingly.

R. H. Baldock
State Highway Engineer

By

L. H. Probert
Office Engineer

LHP:ew

cc: Resident Engineer
C. L. Gardner
M. H. Hasko
General Files (changed st)

RECEIVED
APR 17 1951
FOR FILING

54-3454
3452

April 16, 1951

Mills Construction Company
1140 South 13th
Salem, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3482 for construction of the Salem Sign Shed in Marion County. This award was based on your low bid of $10,977 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

G. S. Paxson

~~RE~~CEIVED
APR [illegible]
FOR FILING

AGENDA
[illegible]

4-U

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

1-154

3/[illegible]

February 21, 1951

Oregon State Highway Commission

Gentlemen:

Authority is respectfully requested to advertise for the construction of the following buildings for the Maintenance Department, for which designs have been prepared by the Bridge Engineer:

1. Clatskanie Maintenance Building - Standard Masonry Block 28' x 52'.

Building only, complete (including engineering)	$11,530
Grading and surfacing, state force	900
Oiling	900
Fencing and gates	350
Gas tanks and pumps	1,250
Miscellaneous	70
Total estimated cost	$15,000

2. Prospect - 2 Foreman's Cottages

Houses - 2 only at $13,950	$27,900
Extra Concrete - 2 cu. yds. at $50	100
Septic Tank, Sewer, Water and Power	600
Total estimated cost	$28,600

3. Taft Maintenance Building - Standard Masonry Block 28' x 52'.

Building only, complete (including engineering)	$11,900
Grading and surfacing	1,500
Oiling	600
Fencing and gates	200
Gas tanks and pumps	1,000
Well and pump (water supply)	800
Total estimated cost	$16,000

4. Salem Sign Storage Building - Concrete and Steel Construction 36' x 128'.

Building only (including engineering)	$11,200
Surface and oil grounds	300
Total estimated cost	$11,500

SRC

All of the above buildings are included in the 1951 budget approved as to principle and are recommended.

This item will be on the agenda for the February meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
DEC 4 1950
FOR FILING

24-3454

34[illegible]

Salem, Oregon
November 30, 1950

Mr. C. W. Parker

Attached hereto are prints of Drawing No. 9724 and No. 9725, which show the details of the proposed construction of a sign storage shed at the Salem Shop group of buildings, for the estimated cost of $11,500.

Please refer this proposed construction to our insurance carriers and clear the construction with them, if possible, in sufficient time so that I may report this item to the Highway Commission and secure their approval for the project at the December meeting.

W. W. Stiffler

WWS:er

Encl.

cc: Forrest Cooper
I. A. De France

FORM E-30 25M 9-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1950

SUBJECT: Sign Storage Shed at Salem Shops

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith prints from Bridge Department Drawings 9724 and 9725 showing details of proposed Sign Storage Shed to be constructed at the Salem Shops.

This item is in the Capital Outlay Improvements Miscellaneous Properties at a preliminary estimated cost of $9,000. Mr. Paxson's estimate of cost of the building is $9,960, add 12½% for engineering and contingencies, $300.00 for surfacing and lighting by state forces, making a total cost of $11,500.

We recommend that we request Highway Commission approval for construction of this building by contract - the cost in excess of the preliminary estimate to be obtained by adjustment of remaining items in the budget.

Very truly yours,

IADeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encls.

NOTED
W. W. STIFFLER

VED
150
FILING

RM E-30X 15M 8-49 31806

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1950

SUBJECT:

To:

Mr. E. A. Collier
Maintenance Engineer
Office

Dear Sir:

Herewith prints from our Drawings 9724 and 9725, which are the plans for the proposed sign storage shed at Salem Shops. Our estimate of cost on this structure is $9,960. I understand that you are to present this to the Highway Commission for approval at their next meeting.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

cc W. W. Stiffler

[illegible]
[illegible] year [illegible]

RECEIVED
DEC 18 1953
FOR FILING

June 18, 1952

COPY

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

Attention: Mr. Geo. A. Rhoten

Gentlemen:

I received in today's mail your letter of June 14, 1952 transmitting the original and duplicate copies of "Assignment of Claim" given by City Electric, Inc. to Graybar Electric Company, Inc. covering final payment to City Electric, Inc. in connection with State Highway Contract #3483 for installation of traffic signals at Portland, Gladstone, and Newberg. In your letter you sonsent to this assignment on behalf of the Phoenix Indemnity Company, surety on the bond furnished by City Electric, Inc. in connection with this job, without prejudice to the bond.

The Highway Commission's requirements have been satisfied, and we accordingly will honor the assignment. Instructions are being given to our Auditor today to prepare the final voucher in conformity with the provisions of the assignment, and mail the final warrant to Graybar Electric Company, Inc. when it is received from the Secretary of State. The matter will be expedited as much as possible.

In the second paragraph of your letter, you refer to the balance due City Electric, Inc. in connection with State Highway Contract #3501 and you ask that the warrant covering this balance be drawn in favor of City Electric, Inc., and forwarded to your office to apply on claims arising out of this job. I shall be pleased to follow your instructions.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc

cc: Mr. T. W. McLaughlin
Credit Manager
Graybar Electric Company, Inc.

C. H. Maison
F. Query

Mr. Maison: COPY

I hand you herewith an executed copy of the assignment mentioned in the above letter. This is for transmittal to the Secretary of State. I also hand you herewith a copy of Mr. Rhoten's letter of June 14, 1952. When the warrant is received covering the final estimate in connection with Contract #3483, it may be forwarded direct to the Graybar Electric Company, Inc. The warrant covering the balance due in connection with Contract #3501 should be drawn in favor of City Electric, Inc., and sent to Rhoten, Rhoten & Speerstra for distribution to creditors. The warrant for Contract #3483 may be released immediately, but please hold the warrant for Contract #3501 until further advised by this office as an extension of time is necessary in connection with this job; moreover, it has not yet been formally accepted by the State Highway Commission.

HBG

Mr. Query:

Attached is the original of the assignment mentioned in the above letter. Will you please have Mrs. Lewis record it on the card and file in the contract. I also attach the original letter from Rhoten, Rhoten & Speerstra consenting to the assignment on behalf of Phoenix Indemnity Company. This also should be noted on the card and filed in the contract. A copy of it should be placed in the general files.

HBG

June 3, 1952

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon.

Attention: Mr. George A. Rhoten

Gentlemen:

Reference is made to your letters of April 21 and May 15, 1952 concerning State Highway Contracts Nos. 3483 and 3501 assigned to City Electric, Inc. for traffic signal installation.

In your letter of May 15 you asked that the warrants covering the remaining funds due City Electric, Inc. in connection with these jobs be mailed to you as attorneys for Phoenix Indemnity Company for distribution to the several claimants.

Contract No. 3483 has been accepted by the State Highway Commission and we are ready to issue the final warrant in the amount of $604.61. Due to the fact that Graybar Electric Company, Inc. has filed claim against this contract, it has been considered advisable for City Electric, Inc. to assign to Graybar Electric Company, Inc. the final payment. It is possible to handle in that manner because there were no other claims on record in our office against this particular job.

The Highway Commission has no record of any claims against Contract No. 3501 so when the Highway Commission accepts this job, we will have a warrant drawn in favor of City Electric, Inc. and will forward it to you to distribute to the creditors of record in your office. It is my understanding that this warrant will be in the amount of $893.51.

Pursuant to the above, I have prepared and hand you herewith four copies of an assignment of the $604.61 remaining to be paid City Electric, Inc. in connection with Contract No. 3483. You will note that this payment is assigned to Graybar Electric Company, Inc. to whom according to your letter of April 21 you wish the monies paid. Please have the City Electric, Inc. sign the assignment before two witnesses and return the original and one copy, both signed, to me together with a letter from yourself as attorney for the Phoenix Indemnity Company consenting to the assignment without prejudice to the bond.

Rhoten, Rhoten [illegible] Speerstra June 3, 1952

Attn: Mr. George A. Rhoten

Upon receipt of your assignment form properly executed together with your letter consenting thereto, I will ask the auditor to expedite the securing of the final warrant which when received from the Secretary of State will be mailed directly to Graybar Electric Company, Inc.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jme

STA[illegible] OF OREGON—HIGHWAY DEPART[illegible]ENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF TEN AND no/100——————————————

($ 10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for $604.61, representing final payment in connection with State Highway Contract No. 3483 for installation of traffic signals at Portland, Gladstone & Newberg

to Graybar Electric Company, Inc.

said Graybar Electric Company, Inc. and authorize and empower

and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant to act as agent for us which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this .... day of June, 19 52

Executed in the presence of us as witnesses:

City Electric, Inc.

By:

STATE PRINTING DEPT.

STA OF OREGON—HIGHWAY DEPART NT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten and no/100 ($10.00) Dollars, to us paid, we the within claim for $604.61, representing final payment in connection with State Highway contract No. 3483 for installation of traffic signals at Portland, Gladstone and Newberg hereby sell, assign and transfer to Graybar Electric Co. Inc. said Graybar Electric Co. Inc. and authorize and empower and in our name, place and stead, to act as agent for us to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this .... day of June, 1952

Executed in the presence of us as witnesses:

City Electric Inc.

by

STATE PRINTING DEPT.

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

COPY

May 15, 1952

Oregon State Highway Commission
Highway Building
Center and Capitol Streets
Salem, Oregon

Attention: H. B. Glaisyer

Re: City Electric, Inc.
Your contracts No. 3483
and 3501

Gentlemen:

If it is satisfactory with your office, you may disregard the letter of April 21, 1952, directing distribution of the remaining funds in these contracts and make your final payment in each instance as follows:

You may make the checks payable to City Electric, Inc., and send them by mail to this office. We will then attempt to make the distribution ourselves as attorneys for Phoenix Indemnity Company.

Very truly yours,

RHOTEN, RHOTEN & SPEERSTRA

By

GAR:mj
cc: Phoenix Indemnity Co.
City Electric, Inc.

CLAIMS AGAINST CITY ELECTRIC CO.,INC.

CONTRACT NO. 3435 [illegible]

10-17-51	General Electric Co.	Signal materials	$15,614.12

There is a final payment due the contractor of $766.60 on this job.

CONTRACT NO. 3483 [illegible]

11-9-52	Graybar Electric Co.,Inc.	by Assignment (stated in letter)	7,697.90

An assignment dated Nov.1,1951 in favor of Graybar Electric Co.,Inc., in the amount of $4,130.40, has been paid.

There is a final payment due the contractor on this job of $604.61.

CONTRACT NO. 3501 [illegible]

There is no claim filed against this job but it was included with the 2 above jobs by the Surety withholding payment of funds. It has not been completed as yet.

[illegible]

CLAIMS AGAINST CITY ELECTRIC CO.,INC.

CONTRACT NO. 3435

10-17-51	General Electric Co.	Signal materials	$15,614.12

There is a final payment due the contractor of $766.60 on this job.

CONTRACT NO. 3483

11-9-52	Graybar Electric Co.,Inc.	by Assignment (stated in letter)	7,697.90

An assignment dated Nov.1,1951 in favor of Graybar Electric Co.,Inc., in the amount of $4,130.40, has been paid.

There is a final payment due the contractor on this job of $604.61.

CONTRACT NO. 3501

There is no claim filed against this job but it was included with the 2 above jobs by the Surety withholding payment of funds. It has not been completed as yet.

SALEM, OREGON
April 21, 1952

Oregon State Highway Commission
Highway Building
Center and Capitol Streets
Salem, Oregon

Attention [illegible] B. Glaisyer

Gentlemen:

Re City Electric, Inc.

In November of 1951, there was assigned to Graybar Electric Co., Inc. $4,130.40 out of the funds due on contract No. 3483, which is the Portland traffic light job. In January of 1952, notice was given you that you were not to make payment, either to City Electric, Inc. or others on the order of City Electric, Inc.,of amounts owing on contracts between you and City Electric, Inc. without the prior approval of Geo. A. Rhoten or J. Ray Rhoten, attorneys for Phoenix Indemnity Company.

Since that date the indebtedness on this job to Graybar Electric Co., Inc. has been reduced to $987.23. City Electric, Inc. understands that there is yet due from the Highway Commission on account of contract 3483, $604.61. It is therefore requested that you pay to Graybar Electric Co., Inc. out of the funds due on contract 3483, $604.61, which will partly satisfy amounts due Graybar Electric Co., Inc.

On the Tillamook traffic light job, which is No. 3501, City Electric, Inc. understands there is yet due from the Commission $893.51. Of this sum you are hereby requested to pay to Graybar Electric Co., Inc. $382.62. The remainder of this sum, or $510.89, please pay in a check direct to International Business Machines.

The three checks thus to be issued will be as follows: on contract 3483, to Graybar Electric Co., Inc., $604.61; on contract 3501, to Graybar Electric Co., $382.62; on contract 3501, to International Business Machines, $510.89; total $1,498.12. This represents the total indebtedness due on both contracts.

You are to mail all these checks to Rhoten, Rhoten & Speerstra, attorneys for Phoenix Indemnity Company, and they in turn will transmit the checks to Graybar Electric Co., Inc., in full payment of amounts due Graybar Electric Co., Inc. from City Electric, Inc. on jobs bonded by Phoenix Indemnity Company; and they will send the check payable to International Business Machines to International Business Machines for credit on another job on which Phoenix Indemnity Company is bonded for City Electric, Inc. The other job is the Isackson-Blind School job. The matters in this paragraph are for record only and need not concern your handling of the account.

The matters in this letter have the approval of Geo. A. Rhoten, acting for Phoenix Indemnity Co.

Respectfully submitted,

CITY ELECTRIC, INC.

By

The foregoing transaction is hereby approved, and the Oregon State Highway Commission is requested to issue checks in accordance with foregoing information.

PHOENIX INDEMNITY COMPANY

By Geo A Rhoten

RECEIVED
FOR FILING

COPY

Geo.A.Rhoten
J.Ray Rhoten
Sam F.Speerstra

Ervin W.Potter

[illegible]

[illegible]

RHOTEN, RHOTEN & SPEERSTRA
Attorneys at Law

Pioneer Trust Building

Salem, Oregon
June 14, 1952

Oregon State Highway Department
Highway Building
Salem, Oregon

Attention Mr. Glaisyer

Gentlemen:

Re contracts with City Electric,Inc.,
Nos. 3483 and 3501

In response to your letter of June 3, we have obtained from City Electric, Inc. the necessary signature on the assignment forms, two of which are sent you herewith. Under this assignment you are to pay to Graybar Electric Company, Inc. $604.61, which is the remainder due on contract No. 3483, which is for the Portland, Gladstone and Newberg traffic signal jobs. It is our information that Graybar has been paid the amount owing them in connection with this contract but that Graybar will credit this sum on another job on which Phoenix Indemnity Company is bondsman.

The remainder of the amount due on contract No. 3501 is to be paid by warrant drawn in favor of City Electric, Inc. and forwarded to this office. We will then see that it is paid to the appropriate creditors.

The payment of these items is to be made by you without prejudice to the bonds, and on behalf of Phoenix Indemnity Company we consent to the assignment and consent to the handling of the funds in the manner stated.

Yours truly,

RHOTEN, RHOTEN & SPEERSTRA

/S/ By GEO. A. RHOTEN

GAR:hc
Inc-2

RECEIVED
DEC 18 1953
FOR FILING

74-1687

3842

June 12, 1952

Graybar Electric Company, Inc.
Graybar Building
Park & Flanders Streets
Portland 9, Oregon

ATTENTION: T. W. McLaughlin
Credit Manager

Gentlemen:

I have been away from the office for about a week and on my return I find on my desk your letter of June 4 concerning your claim against City Electric, Inc. in connection with State Highway Contract #3483. It is noted that your claim for materials supplied City Electric, Inc. in connection with this job has been paid in full, but City Electric, Inc. still owes you a balance of $926.01 in connection with the State Blind School project.

The amount still owing City Electric, Inc. in connection with Contract #3483 is $604.61. I have suggested to City Electric, Inc. and Rhoten, Rhoten, & Speerstra, attorneys for Phoenix Indemnity Company, surety on the bond furnished in connection with that job, that this amount be assigned to you.

I have been advised by Mr. George A. Rhoten of that firm in a telephone conversation today that they are approving my suggestion and that the assignment will be forwarded to me within the next few days. Upon receipt of the same, a warrant covering the final payment will be issued payable to the order of City Electric, Inc. assigned to Graybar Electric Company, Inc. We will expedite the matter as much as we can.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc
cc: F Query

Mr. Query:

Attached is a copy of the letter received from Graybar Electric Company, Inc. Please have Mrs. Lewis place the information on the card to show that the claim of Graybar Electric Company, Inc. in connection with this job has been satisfied. I will give you the original of this letter later.

NOTED ON CARD
6-12-52, gf

ER
MANAGER
. G. GILLESPIE
OPERATING MANAGER
T. W. McLAUGHLIN
CREDIT MANAGER

TELEPHONE
BROADWAY 6641

GraybaR
ELECTRIC COMPANY, INC.
GRAYBAR BUILDING
PARK & FLANDERS STREETS
PORTLAND 9, OREGON

June 4, 1952

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON

H. B. Glaisyer
Secretary

Gentlemen:

Subject: CITY ELECTRIC INC.
CONTRACT NO. 3483

Supplementing our conversation of June 3, our records indicate we have been paid for all material supplied on the subject contract No. 3483.

We show owing from City Electric at the present time on the Oregon State Blind School Job a balance of $926.01, which is covered by our assignment of Oct. 18, 1951, $7697.90. In your letter of Nov. 13 you indicated that you could not honor this assignment since each assignment had to be specifically authorized by the surety.

With this information, we hope you will be able to make final payment of the subject contract with a joint check made out to City Electric Co., Inc. and ourselves.

Yours very truly,

T. W. McLaughlin

T. W. McLAUGHLIN
CREDIT MANAGER

mj

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

NOTED ON CARD
6-5-52 g

THE GRAYBAR TAG — SYMBOL OF DISTRIBUTION

RECEIVED
JUN [illegible] 1952
FOR FILING

June 10, 1952

Mr. Gene Good
City Recorder
Gladstone, Oregon

Dear Sir:

Acknowledgment is made of your letter of May 29 advising us that the City is now in a position to pay the remaining balance on the traffic signal installation on US 99E at its intersection with Arlington Street in Gladstone.

The Bridge Department advised that the above project was a part of Contract No. 3483 performed by City Electric, Incorporated. Several other signals were incorporated in the same contract, which has now been completed. In the near future the Bridge Department will issue through our Accounting Division a final billing as to the cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:lg

cc Mr. G. S. Paxson
Mr. C. H. Maison

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1952

SUBJECT: Assignment #939

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Mr. Stiffler:

Returning herewith your Assignment #939 regarding status of billing to City of Gladstone for their share of the cost of a signal installation at the intersection of Arlington Street and Pacific Highway East.

This signal has been installed under Contract #3483 by City Electric Incorporated. The contract was handled by the Bridge Department, and Mr. Gardner tells us that this is but one of about fifteen cooperative signal projects which have been completed by contract, but for which billings to various cities involved have not been made. Since the preparation of any outside billings relating to contract signal projects is a function of the Bridge Department, we suggest you make further inquiry of them.

Very truly yours,

E. A. Collier
Maintenance Engineer

By: L R Chandler
L. R. Chandler
Assistant Maintenance Engineer

JB:dk
Encl.
cc

NOTED
W. W. STIFFLER

RECEIVED
JUN 5 1952
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30K 25M 6-51 30116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1952

SUBJECT: Assignment #939

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Mr. Stiffler:

Returning herewith your Assignment #939 regarding status of billing to City of Gladstone for their share of the cost of a signal installation at the intersection of Arlington Street and Pacific Highway East.

This signal has been installed under Contract #3483 by City Electric Incorporated. The contract was handled by the Bridge Department, and Mr. Gardner tells us that this is but one of about fifteen cooperative signal projects which have been completed by contract, but for which billings to various cities involved have not been made. Since the preparation of any outside billings relating to contract signal projects is a function of the Bridge Department, we suggest you make further inquiry of them.

Very truly yours,

E. A. Collier
Maintenance Engineer

By: L R Chandler
L. R. Chandler
Assistant Maintenance Engineer

JB:dk
Encl.
cc

ASSIGNMENT

No. 939 -
By WWS -

June 2, 1952

Description: Letter from City Recorder, City of Gladstone, dated May 29, 1952 re status of the traffic signal installed on 99E at the West end of Arlington Street in Gladstone, Oregon.

Acknowledged by _____ Referred to _ E. A. Collier ✓ ____

Investigate and report with recommendation
XX Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ __________ signature

PLEASE RETURN TO
W. W. STIFFLER
FOR FILING

Assignment executed June 6-52 Report received ________

Remarks:

CITY OF GLADSTONE
GLADSTONE, OREGON

May 29, 1952

Mr. R. H. Baldock,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Would like to know the status of the traffic signal installed on 99E at the West end of Arlington Street in Gladstone, Oregon. We are now in a position to pay our remaining balance on this installation.

Will you kindly send me this information as soon as convenient.

Very truly yours,

Gene Good

GENE GOOD,
City Recorder

GG/at

NOTED
L. R. Chandler

RECEIVED
JUN 2 1952
OFFICE OF
STATE HIGHWAY

NOTED
W. W. STIFFLER

RECEIVED
OCT 15 1952
FOR FILING
FORM E-30X 25M 9-49 34893

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 3, 1952

SUBJECT:

To: Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

COPY

Attention: Mr. George A. Rhoten

Gentlemen:

Reference is made to your letters of April 21 and May 15, 1952 concerning State Highway Contracts Nos. 3483 and 3501 assigned to City Electric Inc., for traffic signal installation.

In your letter of May 15 you asked that the warrants covering the remaining funds due City Electric, Inc. in connection with these jobs be mailed to you as attorneys for Phoenix Indemnity Company for distribution to the several claimants.

Contract No. 3483 has been accepted by the State Highway Commission and we are ready to issue the final warrant in the amount of #604.61. Due to the fact that Graybar Electric Company, Inc. has filed claim against this contract, it has been considered advisable for City Electric, Inc. to assign to Graybar Electric Company, Inc., the final payment. It is possible to handle in that manner because there were no other claims on record in our office aginst this particular job.

The Highway Commission has no record of any claims against Contract No. 3501 so when the Highway Commission accepts this job we will have a warrant drawn in favor of City Electric, Inc. and will forward it to you to distribute to the Creditors of record in your office. It is my understanding that this warrant will be in the amount of $893.51.

Pursuant to the above, I have prepared and hand you herewith four copies of an assignment of the $604.61 remaining to be paid City Electric Inc., in connection with Contract No. 3483. You will note that this payment is assigned to Graybar Electric Company, Inc. to whom according to your letter of April 21 you wish the monies paid. Please have the City Electric, Inc. sign the assignment before two witnesses and return the original and one copy, both signed, to me together with a letter from yourself as attorney for the Phoenix Indemnity Company consenting to the assignment without prejudice to the bond.

Attn: Mr. George A. Rhoten

Upon receipt of your assignment form properly executed together with your letter consenting thereto, I will ask the aufitor to expedite the securing of th final warrant which when received from the Secretart ofState will be mailed directly to Graybar Electric Company, Inc.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) March 6, 1952

[illegible]			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
~~3483~~ 3412	6-final	City Electric Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3401	R-35473	$ 604.61	3/4/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: to Jan. 31, 1952

Completion Date: Jan. 17, 1952

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 6-20-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 20 1952

NOTED ON CARD

RECEIVED
FEB 26 1952
FOR FILING

[illegible]

[illegible]

February 27, 1952

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on February 19, 1952, had under discussion your request for an extension of time of 120 days. from September 30, 1951 to and including January 31, 1952, within which to complete your contract No. 3483 for installation of traffic signal systems at Portland, Gladstone and Newberg.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
2-27-52, gl

RECEIVED
FEB 26 1952
FOR FILING

[illegible]

[illegible]

Salem, Oregon
February 27,1952

Extension of Time

Mr. W. H. Probert

Mr. O. S. Paxson

The State Highway Commission, at its meeting held on February 19, 1952, approved the following extension of time without penalty:

Contract No. 3483, with City Electric,Inc., for installation of traffic signal systems at Portland, Gladstone and Newberg, extended from September 30, 1951 to and including January 31, 1952.

Secretary

gl

cc: C. H. Maison
H. G. Smith

NOTED ON CARD

RECEIVED
FEB 15 1952
FOR FILING

February 11, 1952

State Highway Commission

Request for extension of time
No. 1
February 19 meeting.

Gentlemen:

Re: Traffic Signal Systems in Portland,
Gladstone and Newberg
Contract No. [illegible]
City Electric, Inc., Contractor

Herewith an application for an extension of time, from September 30, 1951 to and including January 31, 1952, for the completion of the installation of the traffic signal systems in Portland, Gladstone and Newberg.

The contract completion date for this project was September 30, 1951. The project required manufactured equipment and the delay in completion is entirely due to the slowness in delivery of this material by the manufacturers. In view of this fact, we are recommending that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm

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[illegible]

[illegible]

Mrs Lewis

January 14, 1952

Mr. C. H. Maison, Manager
Accounting Division

OFFICE

I attach hereto for your information and guidance a copy of a letter dated January 10, 1952 from the Phoenix Indemnity Company and a copy of a letter dated January 4, 1952 from the City Electric, Inc., in which the State Highway Commission is requested to withhold further payments to City Electric, Inc. in connection with its contracts with the State Highway Commission for signal installations until such time as prior approval for such payments has been received from either George A. Rhoten or J. Ray Rhoten, local attorneys, who represent the Phoenix Indemnity Company in connection with these jobs.

Please comply with these requests and make note in your records accordingly.

It is my understanding that there are three contracts, nos. 3435, 3483 and 3501 are affected by these orders, prior contracts having been completed and finalled.

Secretary

HBG:ls
Enc.

NOTED ON CARD

RHOTEN, RHOTEN & SPEERSTRA

Attorneys at Law

Pioneer Trust Building

January 10, 1952

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer

Gentlemen:

Re: Phoenix Indemnity Company-
City Electric, Inc.

Inclosed are the two letters which we discussed over the phone today. One is signed by Mr. Wynne of Phoenix Indemnity Company and the other by Mr. Snider for City Electric.

Yours truly,

RHOTEN, RHOTEN & SPEERSTRA

By /s/ Geo. A. Rhoten

GAR:hc
Inc-2

COPY

January 10, 1952

Oregon State Highway Commission
Salem, Oregon

Attention H. B. Glaisyer
Secretary

Gentlemen:

Information has come to us that liability may be claimed against Phoenix Indemnity Company by various creditors of City Electric, Inc., in connection with pending contracts with Oregon State Highway Department.

Because of this condition, kindly consider this as a request by Phoenix Indemnity Company that no funds payable to City Electric, Inc. or its order be disbursed on these contracts without the prior approval of one of the local attorneys for Phoenix Indemnity Company. The local attorneys for Phoenix Indemnity Company in this matter are Geo. A. Rhoten and J. Ray Rhoten.

Yours truly,

PHOENIX INDEMNITY COMPANY

By /s/ Joseph A. Wynne
Jos. A. Wynne

COPY

SALEM, OREGON
January 4, 1952

Oregon State Highway Commission
Salem, Oregon

Attention H. B. Glaisyer,
Secretary

Gentlemen:

City Electric, Inc. has certain obligations to the Phoenix Indemnity Company, and in consideration of forebearance with respect to those obligations please consider this as notice to you that you will not, without the prior approval of Geo. A. Rhoten or J. Ray Rhoten, attorneys for Phoenix Indemnity Company, make payment either to City Electric, Inc. or to others on their order of amounts owing or to be owing by the Oregon State Highway Department to City Electric, Inc.

Yours truly,

CITY ELECTRIC, INC.

By /s/ Fred Snider
Fred Snider

COPY

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FOR FILING

26-1607

341

January 14, 1952

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

Attention: Mr. George A. Rhoten

Gentlemen:

This acknowledges receipt of your letter of January 10, 1952 and two enclosures, one being a letter dated January 10, 1952 from Joseph A. Wynne representing the Phoenix Indemnity Company, the other being a letter dated January 4, 1952 from Mr. Fred Snider representing the City Electric, Inc. In these letters, the State Highway Commission is requested to pay no funds to City Electric, Inc. or its order, in connection with State Highway contracts, without prior approval of one of the local attorneys of the Phoenix Indemnity Company, such attorneys in this instance being Messrs. George A. Rhoten and J. Ray Rhoten.

We shall be pleased to comply with these requests and have so instructed our auditor.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:la
cc: Phoenix Indemnity Co.
360 Pine Street Attn: Jos. A. Wynne
San Francisco, California

City Electric, Inc.
245 Center Street
Salem, Oregon

C. H. Maison (2)
F. A. Query

7#
34

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DEC 31 1951
FOR FILING

26-[illegible]

December 27, 1951

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Gentlemen:

It is the intention of the State Highway Commission to release to City Electric, Inc. a portion of the funds heretofore retained by the Commission in connection with contract No. 3483, covering installation of traffic signal systems at Portland, Gladstone and Newberg.

This payment, which is in the amount of $2,159.40, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $378.79. The amount of $1,964.11 is being assigned to Graybar Electric Co., Inc. The present payment will be released on or after January 7, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pioneer Trust Company
109 N. Commercial St.
Salem, Oregon

NOTED ON CARD

12-27-51

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FOR FILING
FORM E-30 28M 11-50 44701

3483

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1951

SUBJECT: Portland, Gladstone, and Newberg Traffic Signals Contract No. 3483

To:
Mr. W. C. Williams
Asst. State Highway Engineer
Office

Copy to Paxson
12-19-51 indicating ok.

Dear Sir:

City Electric, Inc., of Salem has completed all of the work on these signal installations with the exception of painting the poles on these installations and a small amount of pavement patching at Gladstone.

The contractor has requested that we release a part of his retained percentage on the work. The specified completion date for the work was September 30, 1951. The Portland and Gladstone Signals were put in operation on November 21, and the Newberg installation was put in operation on November 30. The contractor's failure to complete the work within the time specified was due to his inability to obtain delivery of critical items in the installations.

We propose to pay the contractor for all work completed to date, i.e., 98 per cent of the contract price of each of the installations, retaining two per cent to cover the cost of the uncompleted work and an additional three per cent of the completed work as a retained percentage. This will give us a total retainer of $631.31 to complete the work when weather permits, and will release to the contractor approximately $500.00 of retained percentage. This procedure is permissible under the terms of the contract provided we have the Engineer's approval. May we have your approval on this method of payment.

OK
WCW.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

CAG/ds

FOR FILING

Mr Lewis

3483

November 13, 1951

Graybar Electric Company, Inc.
Park & Flanders Streets
Portland 9, Oregon

Attention: T. W. McLaughlin, Credit Manager

Gentlemen:

This is to acknowledge your letter of November 9 in which you advise us of an agreement dated October 18 between your Company and the City Electric, Inc., which agreement provides that $7,697.90 has been assigned to you out of payments on Contract No. 3483 which was awarded by the State Highway Commission to City Electric Company, Inc.

On November 6 we received from Rhoten, Rhoten and Speerstra an assignment in the amount of $4,130.40 to Graybar Electric Company, Inc., out of funds due on Contract No. 3483. With that assignment we also received the consent of the Phoenix Indemnity Company, the surety company who provided the performance bond on the above contract.

Inasmuch as the surety, under provisions of the bond, is liable for completion of the contract and payment of bills incurred on the contract, we do not make assignments to third parties unless each assignment is specifically authorized by the surety. At the present time the only assignment concerning which we have any record is the assignment of $4,130.40 mentioned above.

If your Company has an assignment from City Electric incurred in addition to the one we have mentioned, you should secure and forward to us the written consent of the surety, Phoenix Indemnity Company, whose agent in the contract is Pioneer Trust Company, 109 North Commercial Street, Salem.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

P. D. BARBER
[redacted]
MANAGER
J. G. GILLESPIE
OPERATING MANAGER
T. W. McLAUGHLIN
CREDIT MANAGER
TELEPHONE
BROADWAY 6641

GraybaR
ELECTRIC COMPANY, INC.
GRAYBAR BUILDING
PARK & FLANDERS STREETS
PORTLAND 9, OREGON

[illegible]ED TO
BY SECRETARY

[illegible] assignment?

Nov. 9, 1951

REGISTERED MAIL

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON

H. B. Glaisyer
Secretary

Gentlemen:

Subject: City Electric Co.,Inc.
Contract No. 3483

We hereby give you notice that by an agreement in writing, dated 18th day of October, 1951, and made between City Electric Inc. of Salem, Oregon, of the one part, and Graybar Electric Co., Inc., of the other part, the sum of $7,697.90 due or to become due on Contract bearing No. 3483 has been absolutely assigned to us; and further take notice that you are hereby required to pay to us, the said amount when it shall become due and payable.

Yours very truly,

T. W. McLaughlin
T. W. McLAUGHLIN
CREDIT MANAGER

mj

RECEIVED
FOR FILING

[illegible]

[illegible]

paso Lewis

November 6, 1951

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

Attention: Mr. Ervin W. Potter

Gentlemen:

This is to acknowledge receipt of an assignment from City Electric, Inc., in the amount of $4,130.40 to Graybar Electric Company, Inc., out of funds due on Contract No. 3483. Also received was an acceptance of assignment by the Phoenix Indemnity Company. In addition to this we have received a telegram from the Phoenix Indemnity Company authorizing George B. Rhoten to act for the Indemnity Company in executing Consent of Surety.

These papers appear to be in order and the assignment will be honored.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

record on card & file in contract

FAC:md

cc - Phoenix Indemnity Company
360 Pine Street
San Francisco, California

City Electric, Inc.
245 Center Street
Salem, Oregon

Graybar Electric Company, Inc.
809 N. W. Flanders
Portland, Oregon

Rhoten & Rhoten
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
Salem, Oregon

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA

November 2, 1951

State Highway Department
State of Oregon
Salem, Oregon
Attention: Mr. H. B. Glaisyer

Gentlemen:

Enclosed is an assignment of the Engineer's estimate on the claim of City Electric, Inc., for installation of traffic signals, Newberg, Tillamook and Portland, Oregon, Contract No. 3483, in the amount of $4130.40 by City Electric, Inc., to Graybar Electric Co., Inc.

Also enclosed is the Acceptance of the assignment, consent of the surety Phoenix Indemnity Company, surety on the Contract No. 3483.

The authority of Mr. Geo. A. Rhoten to act for the Phoenix Indemnity Company will be transmitted directly to you from the San Francisco office of the Phoenix company by way of Western Union.

Very truly yours,

RHOTEN, RHOTEN, & SPEERSTRA

by Ervin W Potter

Encl
EWP/

—12-41

ST E OF OREGON—HIGHWAY DEPA ENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF goods furnished and ONE DOLLAR ($1.00) Dollars in hand paid, CITY ELECTRIC, INC. hereby sells, assigns and transfers the within claim for installation of traffic signals, Newberg, Tillamook and Portland, Oregon, Contract No. 3483. to GRAYBAR ELECTRIC CO., INC. and authorize and empower said GRAYBAR ELECTRIC CO., INC. to act as agent for CITY ELECTRIC INC and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments. This assignment is limited to the sum of $4130.40.

Witness my hand this 1st day of November, 1951

Executed in the presence of us as witnesses:

CITY ELECTRIC, INC.
By Fred M. Seid President
Salem, Oregon

STATE PRINTING DEPT.

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[illegible]

3483

Mrs Lewis

Salem, Oregon
November 6, 1951

M. H. Hawke
Auditor

Dear Mr. Hawke:

Attached is an assignment from City Electric, Inc., to Graybar Electric Company, Inc., in the amount of not more than $4,130.40 on Contract No. 3483.

As the surety has consented to this assignment, it is now in order to handle the funds as indicated on the assignment.

Very truly yours

Secretary

FAQ:md
Attach.

NOTED ON CARD
[illegible]

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October 30, 1951

Mr. Gene Good
City Recorder
Gladstone, Oregon

Dear Sir:

We are sorry that there has been such a long delay in the installation of traffic signals at West Arlington Street in Gladstone. We awarded a contract for this signal several months ago, but the contractor was unable to obtain all of the necessary materials until very recently. He is now working on the project again, and we hope to have the signals in operation within the very near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

CITY OF GLADSTONE

GLADSTONE, OREGON

October 19, 1951

State Highway Department,
Salem, Oregon.

Attention: Mr. R. H. Baldock

Subject: Traffic Control Signal 99E and West
Arlington Street, Gladstone, Oregon.

Gentlemen:

The Council of the City of Gladstone is very much concerned at the progress being made on the subject traffic signal. They have asked me to communicate with your office as to the reason that the work has ceased, at least for the time being, as they are very anxious that this signal be completed before the winter months set in.

Will you kindly, at your earliest possible convenience, inform me of the cause of the delay so I may report to the City Council.

Very truly yours,

Gene Good

GENE GOOD,
City Recorder

GG/at

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3483

May 4, 1951

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3483, covering traffic signal systems in Portland, Gladstone and Newberg, awarded April 12, 1951.

Contract No. 3501, for installation of Tillamook Traffic Signals in Tillamook County, awarded April 13, 1951.

Executed copies of the above contracts will also be sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encls. 2

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FOR FILING
[illegible]

April 19, 1951

Gene Good, City Recorder
City Hall
Gladstone, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City, a fully executed copy of an agreement between the State Highway Commission and the City of Gladstone covering the installation of traffic signals at the intersection of Arlington Street and US99E in the City of Gladstone, Oregon.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

[illegible]'s Blaisye

This agreement provides
that the city pay 500 when the
signal is installed and 1000
by 9-31-51

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April 17, 1951

City Electric, Incorporated
245 Center Street
Salem, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3483 for the installation of traffic signals at two intersections on US 30 and one intersection on US 99E near Portland in Multnomah County. This award was based on your low bid of $12,626.19 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

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[illegible]

[illegible]

April 11, 1951

Mr. Thomas Beaty, City Recorder
City Hall
Newberg, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City, a fully executed copy of an agreement between the State Highway Commission and the City of Newberg covering traffic signal installation at the intersection of First and College streets in the City of Newberg.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

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FOR FILING
FORM E-30 25M 6-50 42296

26-1607

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2536
2545

AGENDA

REFERRED TO
Mr Glaisyer
By W. W. STIFFLER
for Agenda

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1951

SUBJECT: Assignment No. 2545

To: Mr. W. C. Williams
OFFICE

AUTHORIZED BY HIGHWAY COMMISSION
DATE Jan. 23, 1951 Minute page 17584
Secretary

Herewith three copies of an agreement covering the traffic signal installation at the intersection of First and College Streets in the City of Newberg.

A warrant in the amount of $1,500 representing the city's advance deposit on its share of the total cost of this installation has been received and forwarded to Mr. Glaisyer.

Two copies of this agreement have been signed by the proper city officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

OFFICE COPY

RHP:MM
Encl.

NOTED
W. W. STIFFLER

A

ASSIGNMENT

No. 2545 Law

March 9, 1951

By

Description: Mr. Crandall's letter of March 9 and Sam Hall's letter of March 6, five copies of agreement attached, re installation of traffic signal at intersection of First & College Streets in Newberg

Acknowledged by _____ Referred to Cattrell

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed ______ Report received ________

Remarks: For city execution. Please note Crandall's letter.
WCW

FORM E-30 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1951

SUBJECT: State-City Agreements
Traffic Signal Installation
First and College - Newberg
Assignment WCW 2536

To: Mr. W. C. Williams

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

I am returning herewith your assignment on the above subject and the five copies of the agreement, which we have reviewed and find to be in order. We have taken exception to Item 1 under "Things to be done by the City", and incidentally, we have discussed this matter with Mr. Hall and he advises that he will change this in the future. The question which we raised, and when you pass the assignment on to Mr. Cattrall I wish you would have him advise the City, is that the intent of this item is that the City will return their 50 per cent deposit with the signed agreement, not when "the State commenced installation", as the agreement is worded.

Mr. Hall is perfectly agreeable to redraw the agreement, but in view of the fact that we wish to let this intersection to contract at the April Commission meeting, thus being necessary for Mr. Cattrall to process the agreements and have the deposit in the Secretary's hands before the April meeting, I do not feel it necessary to redraft the agreement.

F B Crandall
F. B. Crandall
Traffic Engineer

JAH:bv

Attachment

NOTED
W. C. [illegible]

NOTED
[illegible]

ASSIGNMENT

No. 2536 NCW
By [illegible]

March 8, 1951

Description: Sam Hall's letter of March, five copies of agreement attached, re installation of traffic signal at intersection of First and College Streets in Newberg ✓

Acknowledged by _ _ _ _ _ Referred to _ _ _Crandall _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

_ _

Assignment executed 3-9-51 Report received _ _ _ _ _ _ _ _

Remarks: Check and return.
WCW

TRAFFIC ENGINEER

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1951

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Attention: Mr. F. B. Crandall

Dear Mr. Williams:

Attached hereto are five copies of the agreement which we have prepared for the installation of a traffic-control signal at the intersection of First and College Streets in Newberg.

If this agreement meets with your approval it is ready for signature of the parties. We will be glad to make any changes in the agreement that you may suggest.

Yours very truly,

J. M. DEVERS

By Samuel A Hall
SAMUEL A. HALL
Assistant Counsel

Enclosures
SAH:AWP

NOTED
W. C. WILLIAMS

NOTED
J. AL HEAD

RECEIVED
MAR 8 1951
TRAFFIC ENGINEER

RECEIVED

FOR FILING

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Herewith Warrant No. 15819 from the City of Newberg in the amount of $1,500. This warrant represents the advance deposit of the city's share of the estimated cost for the installation of traffic signals at the intersection of First and College Streets in that city.

Warrant to Acc. Div.
advance fund
4/5/51

John W. Cattrall
Engineer, County and City Relations

By

F Query Robert H. Prange
Robert H. Prange
Office Engineer

NOTED
H. B. GLAISYER

RHP:MM
Att.

cc: Mr. M. H. Hawke

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FORM E-30X 25M 6-50 42289
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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1951

SUBJECT: Traffic Signal Installations -- Portland Vicinity

To: Mr. C. S. Paxson

W. C. WILLI

There are attached hereto plans, specifications and cost estimates covering traffic signal installations at two intersections on the Northeast Portland Highway, north of Portland -- one intersection in the City of Gladstone, and one in the City of Newberg. These installations have been approved by the State Highway Commission and are now ready to be let to contract. It is our thought that better prices could be obtained on these installations if they were let as one job, rather than as a group of one-intersection installations. Will you please prepare this job to be let at the April meeting.

In the case of the Gladstone and Newberg installations, the City involved will pay one-half the total cost; therefore, although the signals at the four intersections will be let as one contract, it will be necessary to obtain separate bids for each installation.

The City has not executed the agreement in the case of either Gladstone or Newberg. The final letting of the contract is therefore contingent upon such execution. We will notify you when the agreements have been executed and the Citys' share of the estimated cost of the project is received.

F. B. Grandall
Traffic Engineer

JAH:bv

Attachment

cc: W. C. Williams

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FORM E-90X 15M 5-48 31806

26-A-1

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1951

SUBJECT: Preparation of State-City Agreement -
Proposed Traffic Signal Installation -
First (US99W) and College Streets (ORE 219)
Newberg

To: Mr. J. M. Devers
Legal Department

NOTE
W. C. WILLIAMS

At its meeting on January 23, the State Highway Commission approved the installation of a traffic signal at the intersection of First and College Streets in Newberg. Will you please prepare the necessary State-City agreement.

In the way of material to be included in the agreement, the following is offered;

Note
other correspondence
re Newberg light
involves two inter-
sections & is filed
in Maint
Traffic
lights
Newberg
KK

(1) Intersection involved is that of First and College Streets which forms the junction of Pacific Highway West, No. 1W, and the Hillsboro Silverton Highway, No. 140.

(2) A fixed time traffic signal is to be installed in accordance with the attached plans.

(3) The installation is estimated to cost $3,000.00.

(4) The State shall make the installation in the first instance and shall pay all costs thereof. The final cost shall be shared equally by the City and the State.

(5) The City shall submit its check for $1,500.00 when returning the signed agreements.

(6) The City shall maintain and operate the signal after installation in accord with the timing program approved by the State.

(7) The City shall pass an ordinance prohibiting parking in all quadrants of the intersection for a distance of 30 feet from the intersection produced curb lines. A copy of such ordinances shall be submitted with the signed agreements.

If after preparation you will submit the agreements to this office through Mr. Williams, we will check them and care for the further processing.

F. B. Crandall

F. B. Crandall
Traffic Engineer

VJ/cs

CC: W.C.Williams

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CITY OF NEWBERG

NEWBERG, OREGON

February 6, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

Confirming a verbal acceptance of an agreement investigated by your Mr. Hageman last week, the City Council, at its regular session last evening, passed a Resolution authorizing the Mayor and Recorder to enter into an agreement with the Commission on the installation of the traffic light at First and College Streets.

Upon receipt of this agreement from your office, we will forward our check with your copy.

Very truly yours,

Thomas Beaty.
Thomas Beaty, Recorder.

NOTED
H. B. GLAISYER

Copied for: F B Crandall
J W Cattrall

REFERRED TO
BY SECRETARY

make copies for Crandall + Cattrall

123X 25M 4-50

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. B. GLAISYER
SECRETARY

FOR FIL

January 5, 1951

Oregon State Highway Commission

NOTED

Gentlemen:

During the past 10 years we have periodically been requested by the City of Newberg to install traffic lights at various intersections on the Pacific Highway West in Newberg. Requests made in 1945, 1948, and 1949 were all denied by reason of insufficient warrant.

Recently, in response to a request from the Newberg Chamber of Commerce, an additional study was made of streets intersecting the Pacific Highway West, and it is now found that traffic and other conditions do justify the installation of a stop-and-go signal at the intersection of First and College Streets. Both of these streets are highway routes, First Street being the route of the Pacific Highway West and College Street being the route of the Hillsboro-Silverton Secondary Highway.

The Traffic Engineer's investigation also determined that a flashing beacon should be installed at the intersection of Main and First Streets, this again being an intersection of state highways, as the Yamhill-Newberg Secondary Highway is routed over Main Street.

I recommend that a standard signal installation be made at the intersection of First and College Streets at an estimated cost of $3,000, provided the City will pay one-half of the cost. I also recommend that a flashing beacon be installed at the intersection of Main and First Streets at an estimated cost of $300, the entire cost of this to be borne by the State, as has been our past custom.

This matter will be on the next agenda, and, if you approve the project, it will be necessary that it be financed from the unallocated cash balance of the Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

FORM E-30 25M 8-50 43263

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December [illegible], 1950

SUBJECT: Request Traffic Signals
US99W - Newberg

To: Mr. W. C. Williams

Noted
W. C. Williams

Regards above indicated subject, I am returning herewith a rather voluminous series of Resolutions, Petitions, etc., as submitted by Newberg officials and civic groups, requesting installation of signals at First and Main and also First and College. Mr. Baldock handed me these petitions some time ago, with instructions to proceed with an investigation. This has been done, and I submit detailed report herewith.

On the basis of investigation made, it is recommended that fixed time signal be installed at intersection of First (US99W) and College Streets, City of Newberg; however, that the request for installation at First (US99W) and Main Streets be denied. Estimated cost of the one installation is $3000. If approved, it should be on the usual basis of fifty-fifty participation, with City committed to maintain, furnish electrical energy, and stand expenses incident thereto.

In making the above recommendation, due consideration has been given to the possible future needs in way of a lineal progressive signal system. The one recommended installation would fit into such future plan which would contemplate several installations at two-block intervals.

F. B. Crandall

F. B. Crandall
Traffic Engineer

FBC/mah

Attachments

cc - Mr. [illegible] Baldock

NOTED
W. W. SHIFFLER

34-4677

# 3483

17

CROSS REFERENCE SHEET

Name or Subject | **File No.**

Regarding Problem of routing logging trucks through the City of Gladstone and across US99E to a log dump on the Clackamas River. In connection therewith the intersection of Arlington Street, River Road, and US99E will be improved and traffic lights installed.

Date 12/12/50
1/29/51

SEE

Name or Subject MAINTENANCE
Traffic
Routing -- Gladstone

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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FORM E-30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1950

SUBJECT: State-City Agreement
US99E - Arlington Street
Gladstone

To: Mr. J. M. Devers

NOTED
W. C. WILLIAMS

I believe your office is preparing State-City cooperative agreement covering signalization and paving work to be done at intersection of US99E and Arlington Street in Gladstone. In accord with Mr. Stiffler's request, I have prepared and submit herewith six (6) prints of plan of treatment which, I believe, it is the intent to incorporate as exhibit in the agreement.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC/mah

Attachment

cc - Mr. W. W. Stiffler
Mr. W. C. Williams

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

November 8, 1950

Oregon State Highway Commission

Gentlemen

At the request of Mr. Harold Snay, City Attorney for Gladstone, Oregon, Mr. Glaisyer has reserved an appointment with you for 11:15 a.m., November 10, 1950, at which time the City Attorney, Mayor Walter H. Brunner, and members of the Gladstone City Council wish to discuss with the Commission the routing of logging trucks through the City of Gladstone.

Most of the hauling through the city to log dumps in the Willamette River is done by the Western Logging Company of Portland, Oregon. The logs originate above Estacada and proceed over the Clackamas Secondary Highway to Clackamas, thence south on the Cascade Secondary Highway to Gladstone, thence westerly through the City of Gladstone across US99E to a log dump in the Willamette River.

Prior to October, the Western Logging Company was hauling under permits granted by the Highway Commission to Gladstone, thence over Clackamas Boulevard, which parallels the north bank of the Clackamas River through the City of Gladstone, by means of a permit from Clackamas County as at that time this street was a county road, thence directly across US99E by right of permit from the Highway Commission, thence northerly on River Road, which also was a county road at that time, thence westerly to the log dump.

The City of Gladstone made arrangements with Clackamas County to take over both Clackamas Boulevard and River Road as city streets, and we are advised that the County legally relinquished jurisdiction of both streets to the City of Gladstone.

October 3, 1950 the City of Gladstone passed an ordinance which changed the routing of the logging trucks which, prior to that date, crossed US99E at a 90 degree angle at the intersection of Clackamas Boulevard.

The City Ordinance directed logging trucks to make a right turn from east to north at the above intersection and proceed north along US99E for six blocks to the intersection of Gloucester Street, thence to make a left turn at this intersection and proceed one block west to River Road where another left turn is made, proceeding southerly 4½ blocks where a right turn is made and thence directly to the log dump in the river.

It is our opinion that the movement of the logging trucks on US99E, a four-lane highway, as directed by the City of Gladstone, is a hazardous movement and no permits have been issued by the Highway Commission for the same. The log haulers are following the above-mentioned route at the direction of the City Marshal and the City Attorney of Gladstone, in spite of the State's objection. An investigation has been made by Mr. Crandall, the Traffic Engineer, who has rendered his report accompanied by various photographs. The photographs indicate, and Mr. Stiffler has personally observed, the logging trucks making a right turn from east to north at the intersection of Clackamas Boulevard occupied not only the two northbound traffic lanes but also encroached to the extent of about four feet on the high-speed southbound traffic lane. The left turn at Gloucester is even more dangerous.

In summing up the comparative safety of the two movements, there is no question but that the straight-across movement with respect to 99E is much to be preferred over the route directed by the Gladstone city officials. It is hardly necessary to furnish statistics to prove this statement, since it is obvious. However, a review of all accidents wherein a logging truck was involved shows that two per cent of them occurred where a logging truck was crossing directly, as compared with 17 per cent of the accidents occurring where a turning movement is involved.

For your consideration in discussing this subject with the city officials, I am enclosing an opinion rendered by Mr. Devers to Mr. Stiffler under date of October 31, wherein it is the opinion of the Chief Counsel that the City of Gladstone does not have the authority or power to pass the resolution mentioned, which attempts to direct traffic on the state highway. Mr. Devers even goes further and states that the Highway Commission has authority to select the street or streets of a city over which to route state highway traffic, but, in doing so, the Commission would be required to maintain those streets. However, the Commission would have complete jurisdiction and control over the street so selected from curb to curb.

After due consideration of this subject, it is my recommendation that the Western Logging Company be notified that its present movements are being made without permit from the Highway Commission, which constitutes an illegal haul, and it is, therefore, subject to arrest, and to advise the Gladstone city officials that they have no right to direct traffic on a state highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

I

FORM E 802 15M 11-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1950

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

OFFICE

Dear Mr. Stiffler:

I have studied the copy of the ordinance passed by the city of Gladstone with respect to the routing of log traffic. I have read the copy of the City Attorney's letter addressed to the Highway Commission, and I have read your letter, and I offer the following comment.

In the first place, when permits are issued authorizing the transportation of logs by motor vehicle over public highways the permits are issued by the Public Utilities Commissioner, and when the highway involved is a state highway he is called upon to request of the Highway Commission the conditions and regulations which should surround and control the permit. In the instant case I understand that the log haulers involved are not authorized under the terms of the permits to use the highway over which the ordinance seeks to direct them, so I think in that respect the movement is irregular.

Under the provisions of Section 100-122 O.C.L.A. the Commission is directed and authorized to select the street or streets of a city over which to route state highway traffic and by a companion statute the Commission is "authorized" to construct, reconstruct or improve the street involved, but the Commission is "directed" to maintain those streets. The Commission is given complete jurisdiction and control over the streets so selected and that jurisdiction and control extends from curb to curb. The law reserves to the city certain priviledges and powers, but in no reserved priviledge or power or authority do I find anything that will sustain the ordinance passed by the city.

Yours very truly,

/s/ J. M. Devers

J. M. DEVERS

JMD:jk

VED

FOR FILING

FORM E-36X 15M 9-48 31806

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1950

SUBJECT: Log Truck Routing
US99E - Gladstone

To: Mr. W. W. Stiffler

NOTED
W. C. WILLIAMS

In regard to above indicated subject and in accord with your inter-office letter of October 13 last, investigation has been made in the matter of log truck routing and the relative hazards incident to the two routings in question.

To sum up very briefly and at the outset my thoughts on this matter, will state that in my mind there is no question but what the straight cross movement with respect 99E in accord with log truck permits issued is much to be preferred over the "jogged" crossing as is favored by Gladstone city officials.

I believe the decision in this matter is just one of good common sense without benefit of supporting factual information; however, in this latter regard I refer you to attached exhibit material in the form of photographs and also a summary tabulation of log truck involvement in accidents during the year 1949, brokwn down with respect to type of maneuver made by the log truck. The photographs include some having to do with general orientation only and others incorporate log truck maneuvers as actually made. I think the detailed captions on photograhs in the latter instance point out, without further mention here, the hazardous situations which come about under the scheme of routing as proposed by the Gladstone people.

With regard the brief accident tabulation, will say that we do have this tabulation in somewhat greater detail; however, I have attempted to brief it down to essential points in this submission. I will point out that as between turning and straight cross movement there are some 16.8% as against only 2% with respect straight cross movement on the part of the log trucks.

By way of general observation had in course of field study and discussions, I believe the reticence to use the section of River Road as would be involved in the instance of a straight cross movement stems from local business establishments adjacent thereto. It would appear that there is a desire on the part of these adjacent business establishments to make use of River Road as a parking area for patrons as against keeping it open for traffic movement. There is a need for development of curb section along River Road in the vicinity of the business establishments as would preclude promiscuous access and permit better control of the parking situation.

A possible compromise as would permit of the straight cross movement and at the same time not involve use of any portion of River Road, would be for the City Sand

and Gravel Company to permit the log trucks to traverse their private road which is, in reality, an extension of Arlington, and then get an easement along the river bank between the Sand and Gravel Company and the log dump. Our investigation has not explored the physical controls with respect to such possibility, feeling that anything in this direction would be a proposition between private interests involved and the Gladstone officials. In any event I do not believe our department would wish to become involved.

It appears that the truck operators involved have no particular preference as between the two different routings in question and pressure in the matter comes solely from Gladstone city officials who apparently are in turn carrying the ball for business establishments in the vicinity who do not want the trucks on River Road.

I believe you are aware of the other bit of history with respect to this location, in the matter of signal installation at the intersection of US99E and Arlington. To recite very briefly, local citizenry agitated for some time for installation of traffic signal at this intersection and such was approved some time ago by our Highway Commission, on our usual basis of fifty-fifty State-City cooperation; however, the project has fallen by the wayside in that the city will not foot their pro rata share of the cost, feeling that the state should make the installation one hundred per cent. This signalization project was brought to a head pretty much through a "Round-Robin" conference had with Governor McKay, Gladstone city officials, and representatives from this department. At that time one of the talking points on the part of city officials for the signal installation was by reason ofthe heavy truck traffic crossing the highway at this intersection. I do believe that the straight crossing movement on the part of the log trucks, as well as other traffic, under signalized control, would definitely be a safer routing as against this "jogged" maneuver as proposed by the Gladstone people.

The foregoing is about all I have to offer on this assignment. If there is any further information, or if you wish to discuss details, I will be glad to suit your convenience.

F. B. Crandall
Traffic Engineer

cc - W. C. Williams

10

D

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

October 13, 1950

Mr. Harold Uney
Gladstone City Attorney
Andresen Building
Oregon City, Oregon

Dear Sir:

I wish to acknowledge your letter of October 6, which has reference to a recent conference between members of the City Council and representatives of the State Highway Commission, relative to log hauling routes within the corporate limits of Gladstone.

The subject has been discussed with Mr. Baldock, with the result that Mr. Glaisyer, Secretary to the Highway Commission, has reserved about 15 minutes time for the Mayor and the members of the City Council to discuss this subject with the State Highway Commission at the next regular meeting at 11:15 a.m., November 10, 1950.

The meeting will be held in the Green Room on the first floor of the Imperial Hotel in Portland, Oregon.

By means of a copy of this letter, it is assumed that the Western Logging Company of 1012 Porter Building, Portland 4, Oregon, will be represented at the above-mentioned meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By W W Stiffler

W. W. Stiffler
Assistant State Highway Engineer

11:15 AM
11/10/50

[illegible] 32

WWS:er

cc: J. M. Devers
H. B. Glaisyer
R. B. Sipprell

Western Logging Company
1012 Porter Building
Portland 4, Oregon

MAP

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C
O
P
Y

HAROLD UNEY
Attorney at Law
Andresen Bldg.
Oregon City, Oregon

Phone 6533

October 6, 1950

State Highway Commission,
Salem, Oregon

Attention: Mr. R. H. Baldock,
State Highway Engineer.

Gentlemen:

On October 3, 1950, the City of Gladstone passed an ordinance providing a truck route through the city. A copy of the ordinance is enclosed for your information.

Representatives of the State Highway Commission have informed log truck operators that they are subject to arrest if they operate their trucks along U.S. 99E, in accordance with the terms of the city's ordinance. The State Highway Commission representatives pointed out that their permit extended only to a right angle crossing of U.S. 99E at Arlington Street and River Road in the City of Gladstone.

The route contained in the ordinance was determined only after considerable study by the City Planning Commission and the City Council and was selected because it was considered to be the safest, with due consideration to or the factors involved.

The representatives of the State Highway Commission have suggested that it would be to everyone's advantage if interested parties from the City Administration of Gladstone and others could meet with the State Highway Commission in November to consider the objections of the State Highway Commission representatives concerning the crossing of Highway U.S. 99E as now set forth in the enclosed ordinance. The City of Gladstone would like to request such a meeting if it would be possible and could be arranged.

The City of Gladstone also would like to request that the State Highway Commission Traffic Engineering Department study the intersections involved and advise the City Council as to the relative safety of each method of crossing and as to any suggestions that they may have relative to the crossing.

If a meeting can be arranged with the State Highway Commission, I would be pleased to have the Mayor, Mr. Walter H. Brunner of the City of Gladstone, notified of the time and place. Also, if the Traffic Safety division is in position to make a survey of log truck crossings as heretofore suggested, I would be pleased to have the Mayor notified so that he would be informed regarding the matter.

If there are any facts or evidence that you may require and which we can furnish, you may rest assured that we will be pleased to cooperate with you.

Very truly yours,

Harold Uney (Signed)

Harold Uney,
Gladstone City Attorney

HU/lm

C
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P
Y

ORDINANCE NO.______

An Ordinance providing a truck route through the City of Gladstone.

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF GLADSTONE:

Section 1. That the following designated route, as hereinafter described, shall be a truck route through the City of Gladstone: Commencing on 82nd Street from the city limits, continuing thence along East Clackamas Boulevard to where it joins West Clackamas Boulevard at Portland Avenue and thence continuing along West Clackamas Boulevard to where West Clackamas Boulevard joins West Arlington; and thence along West Arlington to where West Arlington joins U. S. 99E and South on U. S. 99E to the city limits, or North on U. S. 99E to the city limits, or North on U. S. 99E to where West Gloucester joins with U. S. 99E; thence West along West Gloucester to where West Gloucester intersects with River Road; thence North on River Road to the city limits or South on River Road to where River Road intersects with the private road of the Gladstone Boom Company. It is understood that this is not a one-way route and traffic may travel either direction on the same.

Section 2. That violation of any provision of this Ordinance by any person shall constitute a misdemeanor, and upon conviction thereof, the defendant shall be punished by being fined up to $300.00, or by imprisonment in the city jail for not more than ninety (90) days, or by both such fine and imprisonment.

WHEREAS, there is a great deal of heavy truck traffic in the City of Gladstone, and it is necessary for the protection of the city streets and for the peace, health and safety of the City of Gladstone that a truck route be established at once, now, therefore,

AN EMERGENCY IS HEREBY DECLARED TO EXIST AND THIS ORDINANCE SHALL GO INTO FULL FORCE AND EFFECT UPON ITS ADOPTION AND APPROVAL.

Read for the first and second times at a regular meeting of the Common Council of the City of Gladstone, held on the 3rd day of October, 1950, at 7:30 o'clock P.M., and passed by unanimous vote at said time and place.

/s/ Gene Good
Recorder

Approved this 3rd day of October, 1950.

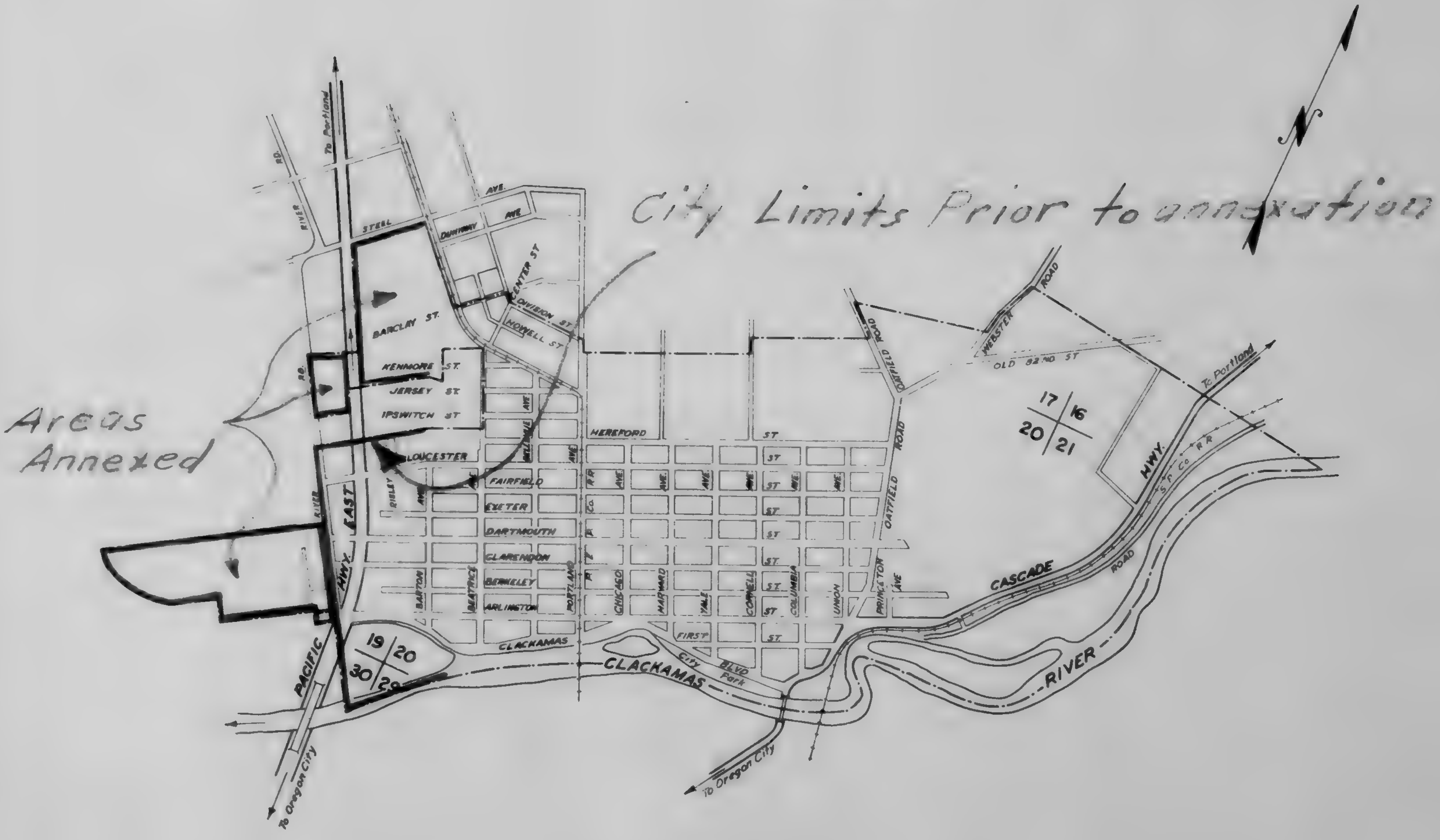
/s/ Walter H. Brunner
Mayor.

GLADSTONE

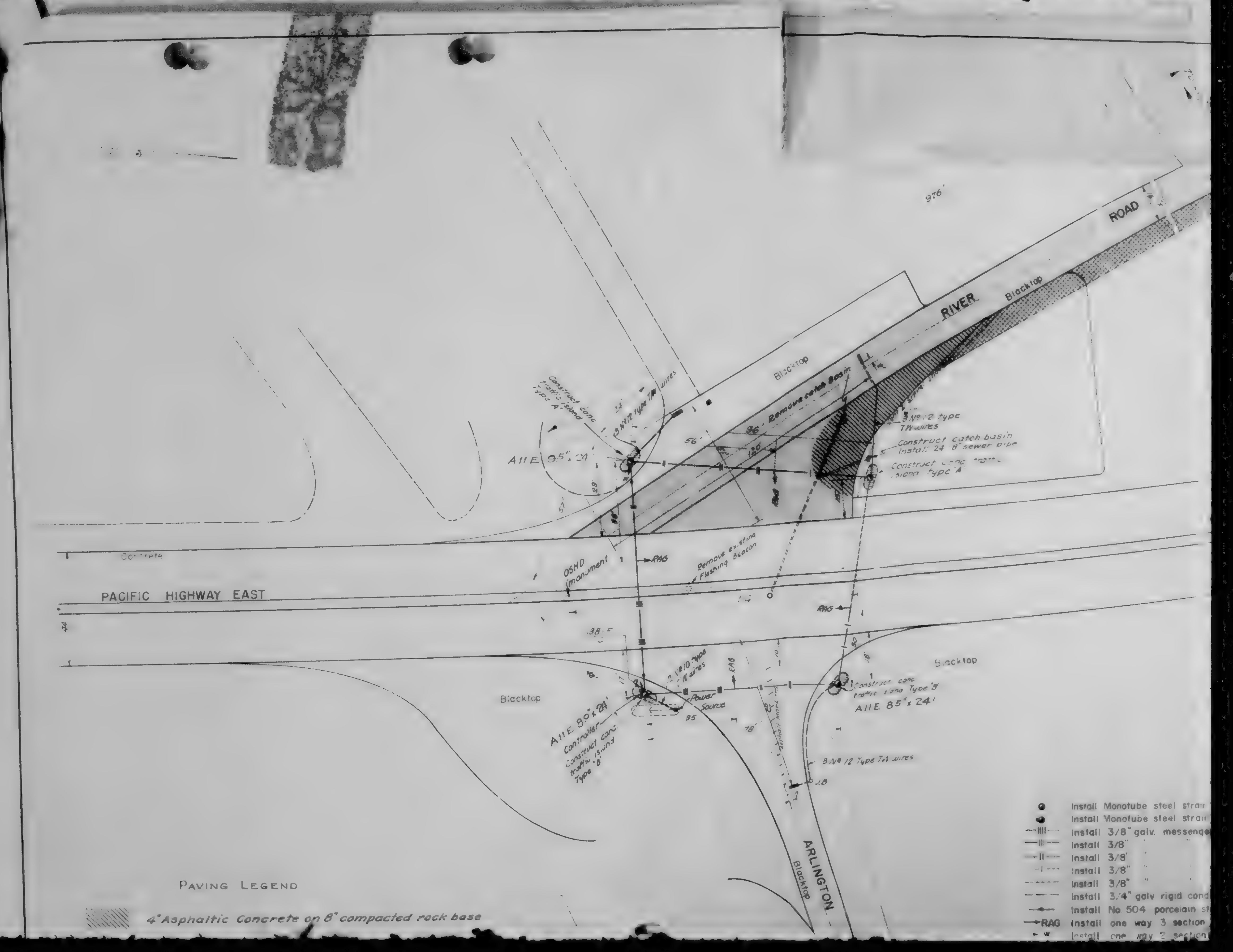
Scale in feet

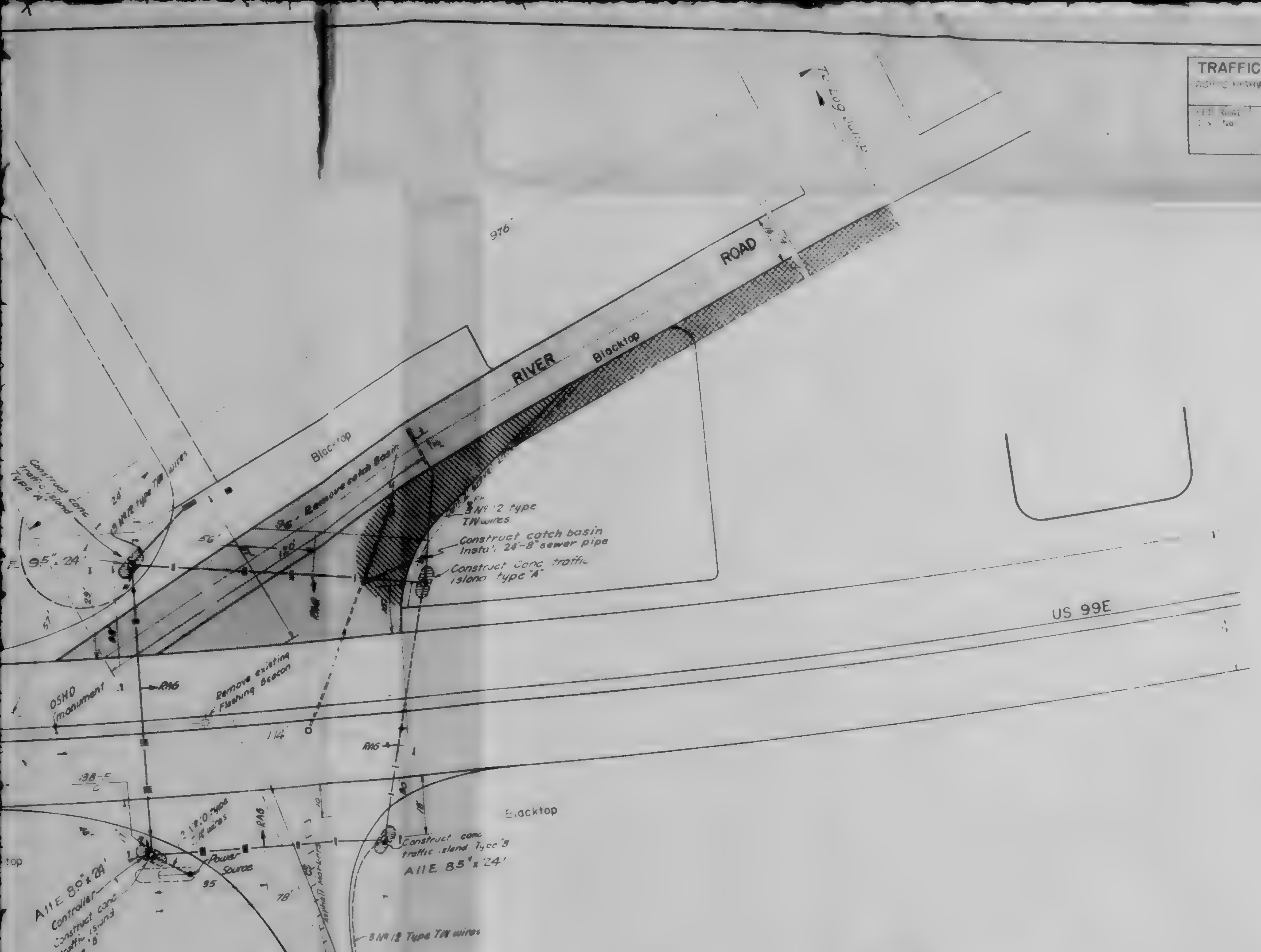
0 800 1600 2400

T. 2 S., R. 2 E., W.M.


N
City Limits Prior to annexation
Areas Annexed
To Portland
RIVER RD.
STEEL
DUNTHORPE AVE
AVE.
CENTER ST
DIVISION ST
HOWELL ST
BARCLAY ST.
KENMORE ST.
JERSEY ST.
IPSWITCH ST
GLOUCESTER
FAIRFIELD
EXETER
DARTMOUTH
CLARENDON
BERKELEY
ARLINGTON
RIBLEY
BARTON
BEATRICE
PORTLAND
CHICAGO
HARVARD
YALE
CORNELL
COLUMBIA
UNION
PRINCETON AVE
HEREFORD ST
OATFIELD ROAD
WEBSTER ROAD
OLD 82ND ST
17 16 20 21
HWY.
To Portland
S.P. Co. R.R.
CASCADE ROAD
RIVER
CLACKAMAS
FIRST ST
City Park
BLVD
To Oregon City
19 20 30 29
PACIFIC HWY. EAST
RR
To Oregon City

9-2-49
Rev May 22, 1950


PACIFIC HIGHWAY EAST
Concrete
RIVER
ROAD
Blacktop
ARLINGTON
Blacktop
976'
A11E 9.5" x 24'
Construct conc traffic island Type A'
3 No.12 type TW wires
Remove catch Basin
96
120
56'
29
57
OSHD monument
RAG
Remove existing Flashing Beacon
3 No.12 type TW wires
Construct catch basin install 24 8" sewer pipe
Construct conc traffic island type A'
38-E
2 No.10 type TW wires
Power Source
A11E 80' x 24'
Controller
Construct conc traffic island Type B
35
78'
A11E 85' x 24'
Construct conc traffic island Type B
3 No.12 Type TW wires
18
Asphalt Mark
PAVING LEGEND
4" Asphaltic Concrete on 8" compacted rock base
Install Monotube steel strai
Install Monotube steel strai
Install 3/8" galv. messenge
Install 3/8" " "
Install 3/8' "
Install 3/8" " "
Install 3/8" " "
Install 3/4" galv rigid cond
Install No. 504 porcelain st
RAG Install one way 3 section
W Install one way 2 section


To Log Pond
976'
ROAD
RIVER
Blacktop
Blacktop
Remove catch Basin
Construct Conc traffic island Type 'A'
24'
3 Nº12 type T/W wires
3 Nº2 type T/W wires
Construct catch basin
Install 24"-8" sewer pipe
Construct Conc traffic island type "A"
56'
120'
E 9.5" x 24'
29'
57'
RAG
US 99E
OSHD monument
RAG
Remove existing Flashing Beacon
114'
RAG
38-E
Blacktop
2 Nº 2/0 type T/W wires
RAG
Power Source
35
78'
Asphalt Markers
Construct conc traffic island Type 'B'
A11E 8.5" x 24'
A11E 8.0" x 24'
Controller
Construct conc traffic island Type 'B'
3 Nº12 Type T/W wires
ARLINGTON
Blacktop
top

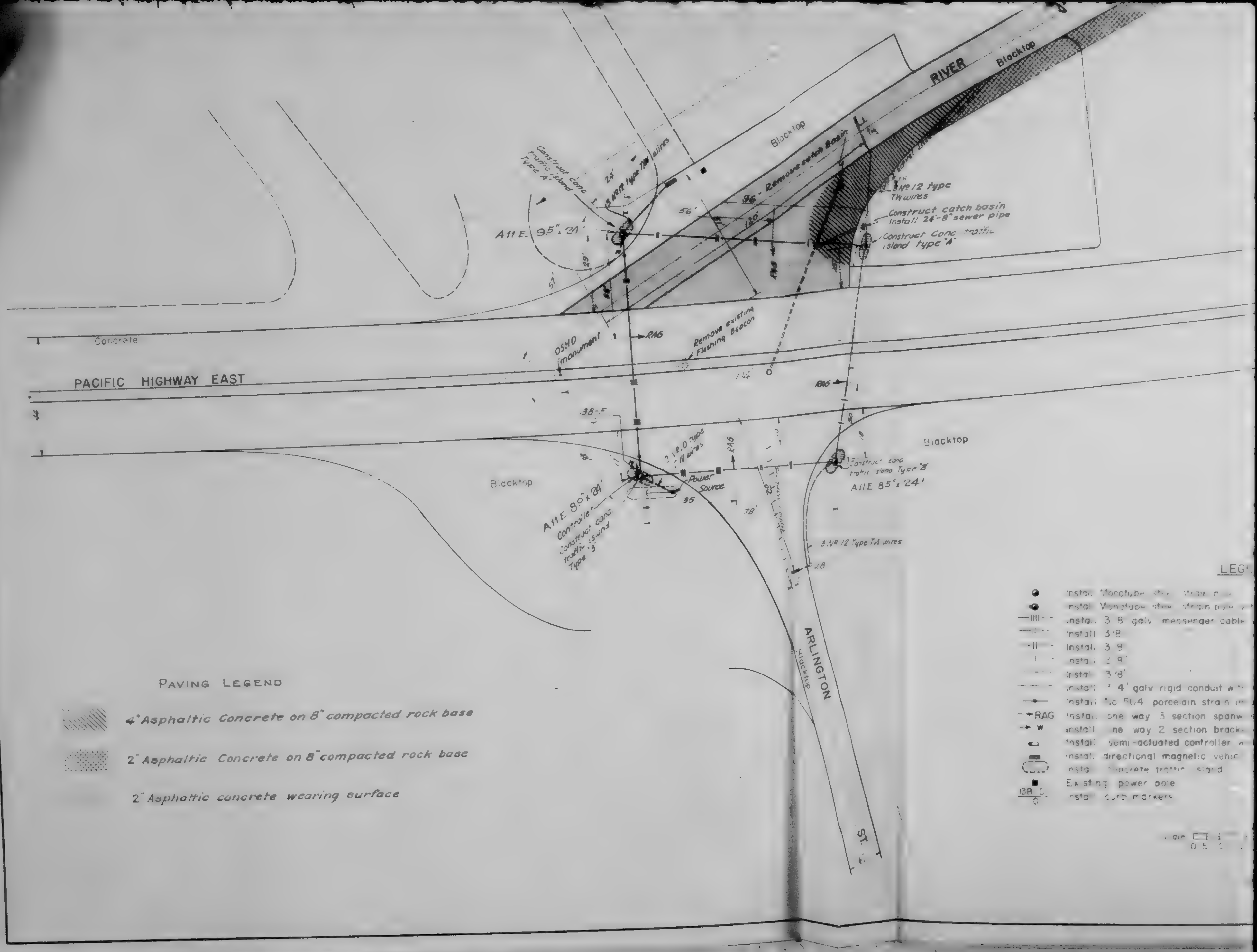
LEGEND

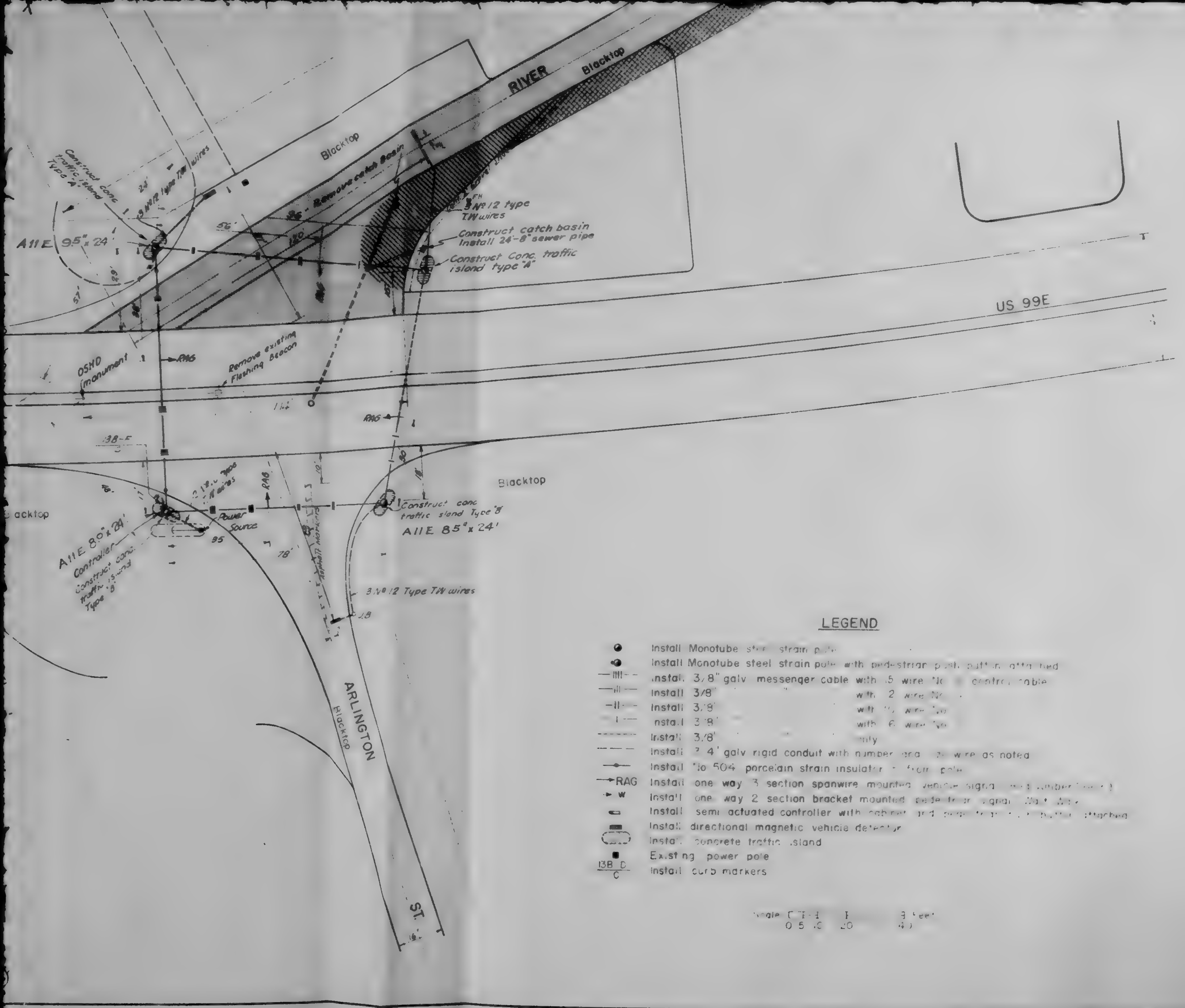
●	Install Monotube steel strain pole
●	Install Monotube steel strain pole with pedestrian push button attached
—IIII—	Install 3/8" galv. messenger cable with 5 wire No 14 control cable
—III—	Install 3/8" " " with 2 wire No 14
—II—	Install 3/8" " " with [illegible] wire No 14
—I—	Install 3/8" " " with 6 wire No [illegible]
------	Install 3/8" " " only
— — —	Install 3/4" galv rigid conduit with number and size wire as noted
—●—	Install No 504 porcelain strain insulator 5' from pole
→RAG	Install one way 3 section spanwire mounted vehicle signal (Red Amber Green)
→ W	Install one way 2 section bracket mounted pedestrian signal (Walk Wait)
▭	Install semi-actuated controller with cabinet and pedestrian push button attached

TRAFFIC SIGNAL INSTALLATION

PACIFIC HIGHWAY EAST (US 99E) & ARLINGTON ST
GLADSTONE

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
	OREGON	STATE		4	See Index


PACIFIC HIGHWAY EAST
Concrete
RIVER
Blacktop
Blacktop
Blacktop
Blacktop
ARLINGTON
ST.
Blacktop
Construct conc traffic island Type "A"
3 No 12 type TW wires
24'
A11 E. 9.5" x 24'
29'
51'
56'
120'
96 - Remove catch Basin
3 No 12 type TW wires
Construct catch basin
Install 24'-8" sewer pipe
Construct Conc traffic island type "A"
OSHD monument
RAG
Remove existing Flashing Beacon
114'
RAG
38-F
2 No 8.0 type TW wires
RAG
Power Source
35
78'
A11 E 8.0" x 24'
Controller
Construct conc traffic island Type "B"
Construct conc traffic island Type "B"
A11 E 85" x 24'
3 No 12 Type TW wires
18
PAVING LEGEND
4" Asphaltic Concrete on 8" compacted rock base
2" Asphaltic Concrete on 8" compacted rock base
2" Asphaltic concrete wearing surface
LEG
Install Monotube steel strain pole
Install Monotube steel strain pole
Install 3/8 galv messenger cable
Install 3/8
Install 3/8
Install 3/8
Install 3/8
Install 3/4 galv rigid conduit w
Install No 504 porcelain strain
RAG Install one way 3 section spanw
W Install one way 2 section brack
Install semi-actuated controller w
Install directional magnetic vehic
Install concrete traffic island
Existing power pole
138 D / 0 Install curb markers
Scale
0 5


RIVER
Blacktop
Blacktop
Construct conc traffic island Type "A"
3 Nº12 type TW wires
24'
A11E 9.5" x 24'
29'
57'
56'
120'
Remove catch basin
FH
3 Nº 12 type TW wires
Construct catch basin Install 24"-8" sewer pipe
Construct Conc. traffic island type "A"
US 99E
OSHD monument
RAG
Remove existing Flashing Beacon
112'
RAG
138-E
Blacktop
A11E 8.0" x 24'
Controller
Construct conc. traffic island Type "B"
Power Source
95
RAG
78'
10'
30'
Asphalt Markers
Construct conc traffic island Type "B"
A11E 8.5" x 24'
Blacktop
3 Nº 12 Type TW wires
JB
ARLINGTON
Blacktop
ST.

LEGEND

●	Install Monotube steel strain pole
●	Install Monotube steel strain pole with pedestrian push button attached
—IIII—	Install 3/8" galv messenger cable with 5 wire No [illegible] control cable
—III—	Install 3/8" with 2 wire No [illegible]
—II—	Install 3/8" with [illegible] wire No [illegible]
—I—	Install 3/8" with 6 wire No [illegible]
- - - -	Install 3/8" [illegible] only
— — —	Install 3/4" galv rigid conduit with number and [illegible] wire as noted
—●—	Install No 504 porcelain strain insulator [illegible] from pole
→RAG	Install one way 3 section spanwire mounted vehicle signal [illegible]
→ W	Install one way 2 section bracket mounted pedestrian signal [illegible]
▭	Install semi actuated controller with cabinet and [illegible] attached
▬	Install directional magnetic vehicle detector
⬭	Install concrete traffic island
■	Existing power pole
138 D / C	Install curb markers

Scale [illegible] Feet
0 5 10 20 40

T.E.D. Drg No. 1442

3-9
7-6104 II

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3433

August 30, 1950

Mr. Gene Good
City Recorder
Gladstone, Oregon

1540
1824

Dear Mr. Good:

The State Highway Commission at a recent meeting had under discussion your letter of June 26, 1950, directed to John W. Cattrall, Engineer, County and City Relations, in which letter you advise that the City Council has found it impossible to contribute toward the cost of installing the traffic signal at the intersection of Highway 99E and West Arlington Street in Gladstone. Moreover, the City Budget Committee does not feel inclined to budget funds to pay the city's share of this signal.

The Highway Commission has a long-standing policy which requires cities to pay one-half the cost of traffic light installations within the city limits of cities and towns. The Commission could not see its way clear to deviate from this policy because of the far-reaching effect that it would have on future actions of the Commission in the disposition of many other signalization projects that are requested. If and when the city feels inclined to contribute its share of the signal mentioned above, I am sure the Highway Commission will revive the project.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

Extra copies in
[illegible]
Traffic
[illegible]
[illegible]

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July 6, 1950

Oregon State Highway Commission

Gentlemen:

In September of 1949 the State Speed Control Board established a 40-mile-per-hour speed zone on US99E within the limits of Gladstone. In October of 1949 a Gladstone delegation met with Governor McKay and requested that the speed limit be lowered to 35 miles per hour. The Speed Control Board reviewed the matter, and its decision was that the speed of 40 miles per hour be not lowered, but it did recommend that a traffic signal be installed. This matter of a signal was discussed verbally with the City of Gladstone and the City was advised that the policy of the Commission required incorporated cities to pay 50 percent of the cost of signals within incorporated limits. At that time this was satisfactory with Gladstone.

In February of 1950 the Highway Commission approved installation of a traffic signal at the intersection of Arlington Street and US99 in Gladstone, providing the City would pay 50 percent of the cost. After a considerable amount of discussion the City has finally advised us in writing that it will not share in the cost of the installation and has requested the Highway Commission to make the installation without cost to the City.

The Highway Commission has held firm in its decision that cities pay one-half the cost of traffic lights within city limits, and I would recommend that this policy not be deviated from for the City of Gladstone.

This matter will be on the next agenda and, for your information, I attach a copy of a letter from the City of Gladstone in which the City advises it will not participate in signal installation.

Very truly yours,

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. J. W. Cattrall

R. H. Baldock
State Highway Engineer

Attach

WCW:me bl

FORM E-30 25M 1-50 37938

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 30, 1950

SUBJECT: Signal - US99E - Gladstone

To: W. C. Williams

NOTED
W. C. WILLIAMS

With regard the above indicated subject you asked that I prepare a brief historical resume of this matter. Set down hereinafter are the salient chronological happenings with regard this matter.

September 14, 1949

The State Speed Control Board designated 40 MPH zone on the section of US99E lying within the corporate limits of Gladstone. This action was subsequently followed by action of the Highway Commission in the establishment of an extended speed zone on US99E from the northerly city limits of Gladstone through to the south limits of Oregon City.

October 18, 1949

On this date delegation met with Governor McKay in his office at 2:00 P.M.. The Gladstone delegation was comprised of Mayor Walter H. Brunner, Chief of Police Biby, R. L. Wyrick, President, Chamber of Commerce, and Messrs. Legler, Adams, and Kellum. In addition to Governor McKay and the members of the delegation, Mr. Newbry, the only available member of the Speed Control Board, and myself, sat in on the confab.

To sum up briefly, the Gladstone people raised issue with the 40 MPH zone as had been established by SSCB and wished it lowered to 35 MPH. After kicking this around a while, discussion turned to the need for signalization at the intersection of US99E and Arlington Street in Gladstone. I wish to point out that with regard discussion had with regard possible signalization, I made a point of stressing the fact that on such installations standard policy of the Highway Commission requires cities to stand 50% of costs — no members of the delegation, including Mayor Brunner, thought that the practice was inequitable and out of line. On the contrary, they inferred at least, that they thought the city could handle their financial end in case installation was made.

In winding up the meeting the Governor requested that the Speed Control Board review the 40 MPH versus 35 MPH and render a report.

November 15, 1949

Letter was addressed to Mayor Brunner over signature of F. B. Crandall, Secretary of SSCB, informing him that the matter of speed zone had been reviewed and it was the decision of the Board that 40 MPH continue in effect. It was further indicated to Mayor Brunner that insofar as the Speed Control Board was concerned, the matter of signalization was not its responsibility; however, there did appear to be some warrant for consideration and in this direction they would address a letter to the State Highway Commission expressing such thought.

November 15, 1949

Following up on the above indicated letter to Mayor Brunner, letter was addressed to the State Highway Commission over the signature of F. B. Crandall, Secretary of the Speed Control Board, recommending they give consideration to possible signalization at the intersection in question.

February 6, 1950

Matter of signal installation at the intersection in question was considered by the Highway Commission at its meeting this date and installation approved, conditioned upon and in accord with usual policy wherein the city would be required to pay one-half the installation cost.

April 14, 1950

Two-party agreement was prepared covering installation of traffic signal at the intersection in question and this date Mr. Cattrall transmitted the five copies of the agreement to Gladstone officials requesting that they execute same and return.

June 22, 1950

Up to this date no response had been had from Gladstone in the matter of execution of agreement, therefore, this date Mr. Cattrall addressed a letter to Gladstone people inquiring as to "what had happened", so to speak, indicating to them that we would like to get the matter cleaned up.

The foregoing about covers the matter. I believe you indicated you had a letter on your desk this date from the Gladstone officials indicating that they did not have the money and indicating their feeling that the Highway Department should put the signal in and foot the bill 100%. Personally I see no reason for deviating from our standard policy in these matters — certainly we would be letting the bars down and only causing ourselves further difficulties should we go along on their request for 100% installation.

FB Crandall

F. B. Crandall
Traffic Engineer

FBC:LJ

1950
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FORM E-50 25M 6-49 32002

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1950

SUBJECT:

To: Mr. W. C. Williams
OFFICE

W. C. WILLIAMS

Attached is a letter from the city recorder of Gladstone, Oregon re an agreement covering the proposed traffic light installation at the intersection of the Pacific Highway East and Arlington Street.

Four unsigned copies of the agreement accompanied this letter, which are also enclosed.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

cc: Mr. F. B. Crandall

Agreement to be signed —
[illegible] letter to
Commission —
July meeting

CITY OF GLADSTONE
GLADSTONE, OREGON

June 26 1950

John W. Cattrall
Engineer, County and City Relations
State Highway Commission,
Salem, Ore.

Dear Mr. Cattrall;

In answer to your various letters and phone calls regarding the installation of a traffic signal at the intersection of Highway 99E and West Arlington Street in Gladstone, Oregon, will ask you to pardon the delay in informing you of the disposition of the matter at the hands of the City Council for the reason that I have been on vacation and did not take care of the matter before I left.

The Council at its regular meeting in May discussed the matter thouroughly and was of the opinion that the cost was too high and that the City had no funds from which to draw the money even if they so desired to pay half of the installation. They also were of the opinion that now that the Highway Commission had installed lights on 99E at various intersections such as Jennings Lodge and Oak Grove and at the 99 Drive In , the whole cost of which had been borne by the Commission, it put the intersection at Arlington street in a much more dangerous position inasmuch as the traffic being stopped at the former intersections would naturally think that Arlington Street was no hazerd and would boom through that area. Such has been proved as our Police officers will testify. The matter was then turned over to the Budget Committee with the recommendation from the Council that the item of $2000.00 be inserted in the Budget if at all possible.

The Budget Committee met the fore part of June and the hearing on the final Budget was held on June 22d and the Budget Committeewas of the same opinion as the Council, that the cost was too high and that they did not wish to place that amount as an item in the Budget.

Now that the Commission has issued permits for the logging trucks to cross 99E at Arlington Street the citizens of Gladstone are of the opinion that this intersection will be more dangerous than at present and that something will have to be done in the near future and that it will have to be done by the Commission.

Am returning copies of the agreement unsigned and hope to hear from the Commission that they have not given up the idea of the signal installation .

Very truly
Gene Good Recorder.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 22, 1950

NOTED
W. C. WILLIAMS

Mr. Gene Good
City Recorder
Gladstone, Oregon

Dear Sir:

Reference is made to my letters of April 12 and May 11 and the telephone conversation of June 14 between Mr. Hagemann of this office and Mayor Brunner.

The letter of April 14 requested execution by the City of five enclosed copies of an agreement covering the installation of a traffic signal at the intersection of the Pacific Highway East (U. S. 99E) and Arlington Street in the City of Gladstone. In accordance with the standard policy of the Highway Commission, this agreement provided that the City of Gladstone deposit $2,000 as its estimated share of the installation cost and pass an ordinance restricting parking.

The letter of May 11 requested advice as to what action the City had taken in connection with this agreement.

As no answer to this letter was forthcoming, Mr. Hagemann of this office contacted Mayor Brunner by telephone on June 14. Mayor Brunner in this conversation stated that he thought it very improbable that the City could raise $2,000 as its share of the estimated installation cost. Mr. Hagemann requested that a letter to that effect be forwarded to this office and Mayor Brunner stated that the city recorder would be instructed to do so. To date no such letter has been received.

In order to complete our records in connection with this matter, it would be appreciated if the City will either sign and return all copies of the agreement together with the required $2,000 deposit and copies of the parking ordinance, or return all five copies unsigned with a letter to the effect that the City does not wish to enter into said agreement.

If we are not advised prior to June 28 as to the City's desire in this matter, the latter case will be assumed true and the proposed installation cancelled.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JPH:MM

cc: Mr. W. H. Brunner, Mayor, City of Gladstone
Mr. R. H. Baldock
Mr. W. C. Williams
Mr. F. B. Crandall

FILING

FORM E-90X 25M 9-49 34693

W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1950

SUBJECT: Execution of State-City Agreement
Proposed Traffic Signal Installation
Pacific Highway East and Arlington Street
US99E - Gladstone

To: Mr. J. W. Cattrall
County & City Relations

Attached hereto are five copies of an agreement covering the installation of a traffic signal at the intersection of the Pacific Highway East (US99E) and Arlington Street in the City of Gladstone. Will you please care for further processing of these agreements.

This installation is estimated to cost $4,000. In keeping with our standard policy, it is required that the City submit with the signed agreements its certified check for $2,000. It is further required that the City enact and submit with the agreements an ordinance requiring parallel parking on the southwesterly side of the River Road for a distance of 160 feet from the intersection of the River Road and the Pacific Highway East. It might be explained that this parking restriction is necessary to prevent excessive actuation of this traffic signal by vehicles making parking maneuvers.

It will be appreciated if you will notify this office when the City has returned the signed agreements. It will also be appreciated if you will furnish this office with one copy of the fully executed agreement and with one copy of the parking ordinance.

F B Crandall

F. B. Crandall
Traffic Engineer

Attachment

cc: W. C. Williams

VJ/jlt

Mr. Williams:

This completes your assignment No. WCW 1826. I am returning herewith your correspondence.

F. B. C.

F. B. Crandall
Traffic Engineer

ASSIGNMENT

No. 1826

April 5, 1

Per

ion:

Robert L. May's letter of April 4 and five copies
reement relative to installation of traffic control signals
Gladstone

Acknowledged by _____ Referred to ____ Crandall _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ Signature

RETURN TO
W. G. WILLIAMS
FOR FILING

Assignment executed ______ Report received ______

Remarks:

Check and refer to Cattrall for execution by City.

WCW

4-11-50

J. AL HEA

[illegible] COMMISSIONERS
[illegible] BANFIELD, CHAIRMAN
[illegible] ORTLAND
[illegible] N. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Apr. 4, 1950

Mr. W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

Attached hereto, are five copies of a prepared form of agreement relative to the installation of traffic control signals in the City of Gladstone. The form of agreement has been approved by C. W. Enfield, and is now ready for execution. Preparation of this agreement was requested by Mr. Crandall.

Yours very truly,

J. M. DEVERS
By Robert L. May Jr
ROBERT L. MAY, JR.
Assistant Attorney

RLM:FRC

NOTED
F. B. CRANDALL

NOTED
J. AL HEA

EIVE

FOR FILI

FORM E-30X 25M 9-49 34993

7

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
March 24, 1950

SUBJECT: State-City Agreement - Traffic Signal Installation - Intersection of US99E with Arlington Street and River Road - Gladstone

To: Mr. J. M. Devers
Legal Department

At its February meeting the State Highway Commission approved the installation of a traffic signal at the intersection of US99E with Arlington Street and River Road in the City of Gladstone. Will you please prepare the State-City agreement.

In the way of material to be incorporated in the agreement I offer the following:

1. The intersection in question is that of the Pacific Highway East - No. 1E with Arlington Street and the River Road in the City of Gladstone. This is a single intersection.
2. A semi-actuated traffic signal will be installed at this intersection in accord with the attached plans.
3. The installation is estimated to cost $4,000.
4. The State will make the installation with its own forces or by contract and, in the first instance, will pay all costs thereof. The City will be required to pay one-half the cost of the installation.
5. The City will be required to maintain and operate the signals after installation.
6. It is required that the City submit its certified check for one-half the estimated cost of the installation when returning the signed agreements.
7. It is also required that the City enact an ordinance permitting parallel parking only on the southwesterly side of the River Road for a distance of 160 feet north of the Pacific Highway East. A duly executed copy of this ordinance shall be submitted with the signed agreements.

If you will submit the agreements to this office after preparation, we will check them and care for further processing.

FBCrandall
F. B. Crandall
Traffic Engineer

cc: W. C. Williams ✓
J. W. Cattrall

VJ/jlt

4-5-9

ED

FILING

March 1, 1950

1540

Hon. Walter H. Brunner
Mayor of Gladstone
Gladstone, Oregon

Dear Mayor Brunner:

Some time ago the State Speed Control Board took action in establishing a forty-mile per hour speed zone within the city limits of Gladstone on US99E, and suggested to the State Highway Commission the installation of a better type of traffic signal at the Arlington Intersection in Gladstone than the flashing beacon then existing.

This suggestion was presented to the State Highway Commission at its last meeting, together with a report from the State Highway Engineer regarding his investigation of conditions at this point. According to the Engineer, the volume of traffic entering this intersection daily, and the relatively high speed with which this traffic moves warrants a better type of signal, and he recommended the installation which he estimated would cost $4,000.

After due consideration of this matter, the Commission approved the recommendation unanimously, subject to the condition that the City of Gladstone will contribute fifty percent of the cost of the installation. This note is simply to inform you of the Commission's action, and to inquire whether or not the City of Gladstone is willing to assume fifty percent of this expense. Your advice in the matter will be appreciated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

P

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B 17 1950
OR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1950

SUBJECT:

To: Mr. F. B. Crandall

The State Highway Commission considered the following items, with actions as stated, at its last meeting:

* * * * * * * * * *

Agenda Item 4-s-5. Approved installation of flashing beacons at 14th and Washington Streets and 7th and Washington Streets in Oregon City. Denied signal at 7th Street and Molalla Avenue.

Agenda Item 4-s-6. Denied request for a traffic signal at the intersection of Capitol Highway and the Bertha-Beaverton Highway in Portland, but approved expenditure of $2,500 for widening, guard fence construction, etc.

Agenda Item 4-s-7. Approved installation of a flashing beacon on the Albany-Lyons Secondary Highway at the corner of Main and Water Streets in Scio. Estimated cost $350.

Agenda Item 4-s-8. Denied a request of the City of Newberg for traffic signals on US99 at College Street and Howard Street.

X Agenda Item 4-s-9. Approved installation of a traffic signal on US99 at the intersection of Arlington Street in Gladstone, on the condition that the City of Gladstone will pay 50% of the estimated $4,000 cost.

Agenda Item 4-s-10. Denied a request of the City of Rainier for a flashing beacon at the "Y" approach to the Longview Bridge.

Agenda Item 4-s-11. Approved installation of a flashing beacon at the junction of US30 with 13th Street in Hood River. Denied construction of a sidewalk between Oak Street and 12th Street. Approved painting and maintaining school crossing lane at the intersection of 13th Street and Oak Street, providing the School Board will monitor the crosswalk with school-boy patrol.

[redacted]
cc Mr. E. A. Collier

W. C. Williams

December 27, 1949

Oregon State Highway Commission

Gentlemen:

The State Speed Control Board established a speed zone of 40 miles per hour within the city limits of Gladstone on US99E. The city officials contend that with a speed of 40 miles per hour a traffic signal is necessary at the intersection of Arlington Street with the Pacific Highway East in Gladstone. This is the intersection immediately north of the Clackamas River bridge, and there is an existing flashing beacon at this location.

The State Speed Control Board has requested that the Highway Commission investigate the need of a traffic signal at this location, and this investigation has been made. The investigation indicates that there is an average daily traffic of 14,247 vehicles entering the intersection, and, due to the relatively high-speed traffic, a signal is warranted.

It is recommended that the traffic signal be installed at an estimated cost of $6,000, the cost of such signal to be shared equally by the State Highway Commission and the City of Gladstone.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCWi me
cc Mr. W. C. Williams
Mr. F. B. Crandall

FORM E-30 25M 6-49 32602

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

November 30, 1949

SUBJECT: Request Traffic Signal
US99E & Arlington Street - Gladstone
Assignment WCW 1540

To: W. C. Williams

With regard the above indicated assignment, investigation has been made and I submit detailed report herewith.

Based on investigation made I would recommend installation of a semi-actuated signal at the intersection of US99E and Arlington Street in Gladstone. The estimated cost of such installation is $5,000 and should project be approved it should be conditioned upon our usual policy of 50/50 state-city cooperation.

As pointed out in the detailed report, the somewhat higher than ordinary cost of $5,000 is occasioned by long span wires necessary with the resultant increased pole sizes.

FB Crandall
F. B. Crandall
Traffic Engineer

Attachment

~~AGENDA~~
~~DEC 1 1949~~

4 ~~9~~

November 17, 1949

[illegible] for 12/19

F. B. Crandall, Secretary
State Speed Control Board
Salem, Oregon

Dear Mr. Crandall:

I shall be pleased to bring to the attention of the State Highway Commission at the earliest opportunity, your letter of November 15, 1949, advising the action taken by the State Speed Control Board with respect to the designation of a 40 MPH speed zone on US99E within the corporate limits of the City of Gladstone, and also bringing to the attention of the State Highway Commission the possible need and warrant for signalized control at the intersection of US99E and Arlington Street in Gladstone.

You will be informed when the Highway Commission takes action on the matter

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - Commissioners
R. H. Baldock
W. C. Williams

S+C

NFIELD, CHAIRMAN
MAISON, MEMBER
ARL T. NEWBRY, MEMBER

F. B. CRANDALL
SECRETARY

OREGON
STATE SPEED CONTROL BOARD
SALEM

November 15, 1949

[illegible]

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The State Speed Control Board did, at meeting held September 14, 1949, take action designating 40 MPH speed zone on that section of US99E within the corporate limits of City of Gladstone. This action was taken on the basis and after due consideration of, traffic engineering investigation made with respect to the section.

City officials of Gladstone have taken issue with the 40 MPH zone, feeling 35 MPH to be a more appropriate speed. Gladstone officials, in furtherance of their contention in this matter, did on October 18 last, have a conference with Governor McKay. Subsequent to the aforementioned conference, the State Speed Control Board has reconsidered the matter and decision made that 40 MPH speed is a safe and reasonable one.

In the course of conference had with the Governor, Gladstone officials cited the need for signalized control at the intersection of US99E and Arlington Street in Gladstone. In this connection it was pointed out that this is a matter outside the jurisdiction of the Speed Control Board and that it is a matter for the State Highway Commission to decide. However, evidence was presented indicating the possible need and warrant for signalized control at the intersection in question. The purpose of this communication is to bring the matter of signalization to the attention of the State Highway Commission for consideration and such action as it deems advisable.

COPIES TO COMMISSIONERS
R H Baldock
W C Williams

Very truly yours,

F B Crandall

F. B. Crandall
Secretary

RECEIVED
STATE HI[illegible] COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November - 1949

INVESTIGATION OF TRAFFIC HAZARDS PACIFIC HIGHWAY EAST (US99E) AND ARLINGTON STREET - GLADSTONE

Recommendation:

Investigation discloses that there is a need for a semi-actuated traffic signal installation at the intersection of the Pacific Highway East and Arlington Street in the City of Gladstone. The installation is estimated to cost approximately $5,000.

Historical Background:

A flashing beacon was installed at this intersection in 1937. There is a long history of agitation for speed zoning on US99E through Gladstone which culminated in a 40 mile per hour speed zone being established by the State Speed Control Board in September, 1949. Dissatisfaction with the speed limit established led to protests on the part of local citizens and a recommendation by the Speed Control Board that consideration be given to a signal installation. In May, 1949, the City withdrew a request for a traffic signal at this intersection because of the cost involved.

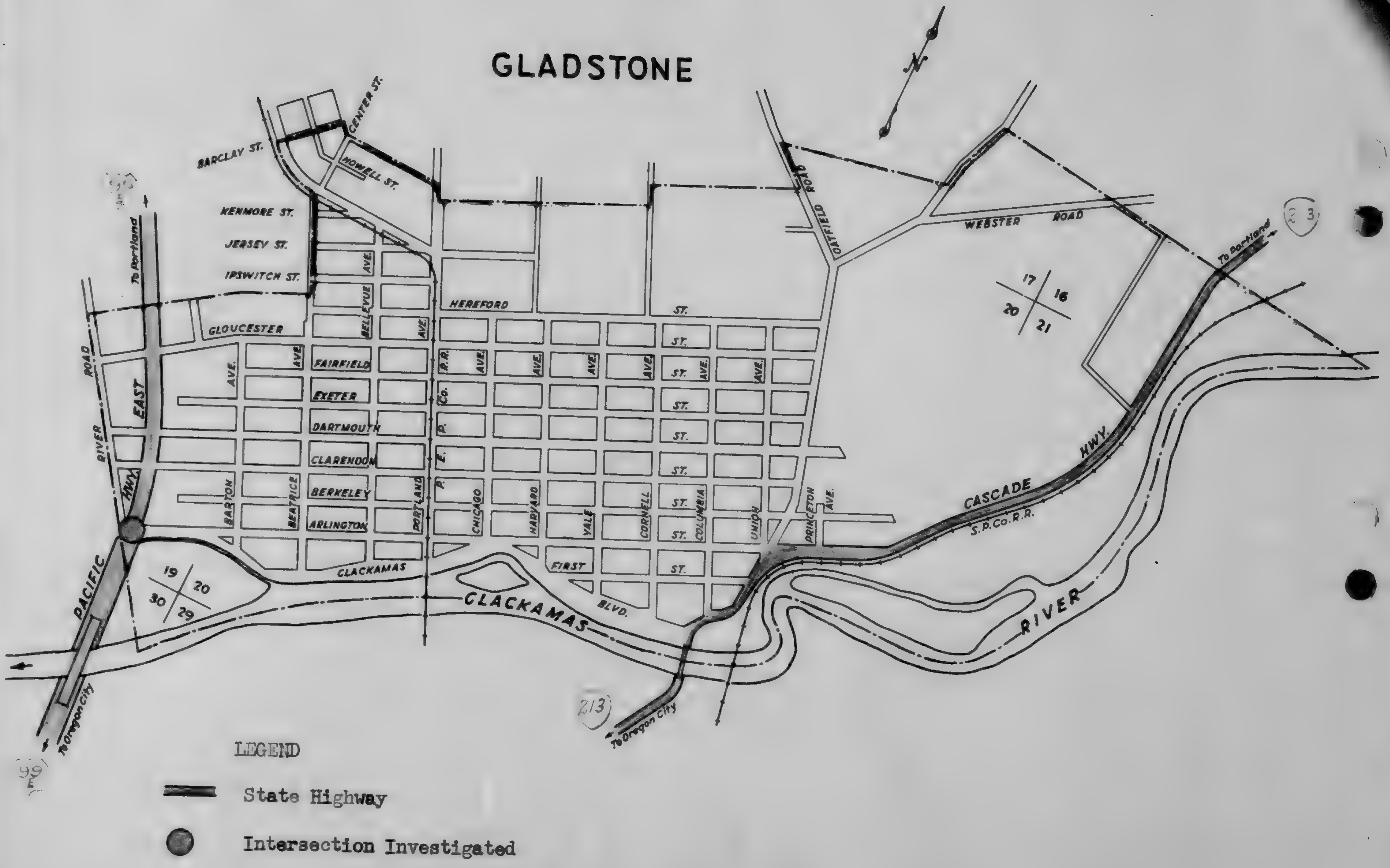
Investigation:

US99E through Gladstone is a four-lane highway with a four foot asphalt median strip. The areain the immediate vicinity of the intersection investigated and for some distance north is completely built up with road side businesses. Arlington Street to the east forms the main connection between US99E and the central portion of the City of Gladstone. As stated above, the speed limit through this section is 40 miles per hour and there is a flashing beacon at the intersection.

A sixteen hour vehicle and pedestrian count was taken at this intersection on Thursday, November 3, 1949. It was found that the average hourly volume of vehicles entering the intersection during the maximum eight hour period was 995. This, in itself, meets one of the warrants for signal installation. However, the volume entering the intersection from the side street was only 9 percent instead of the 25 percent required by the signal warrants. A total of 36 pedestrians crossed US99E during the sixteen hour period. This volume is insufficient to warrant consideration as a basis for signalization. The average hourly volume of vehicles and pedestrians entering or crossing the highway during the maximum eight hours of such movement was 98. During the same eight hour period the average hourly volume on the highway was 880. The standard signal warrants state that the installation of signals is warranted if the average hourly volume of vehicles on the main street or highway is 750 and the combined vehicle and pedestrian volume for the side street is 75 units per hour. Based upon this warrant, there is a need for traffic signals.

Attached is a collision diagram portraying the accident record at this intersection for the period from January 1, 1946 to August 31, 1949. During that period there were 40 accidents at the intersection. Twenty-five persons were injured and there were no fatalities. There were seven accidents during 1948 and six during the first six months of 1949. The maximum number of preventable accidents during any one year was seven as compared with the five required by the standard signal warrants.

In summarizing the results of the investigation it is found that the total volume of vehicles entering the intersection is more than sufficient to warrant signalization. However, the percentage of such vehicles entering from the side street is less than one-half of that required. Traffic signals are warranted under the "interruption of continuous traffic" and accident warrants. Because of the low percentage of vehicles entering the intersection from the side street, it is believed that a semi-actuated signal will cause a minimum of delay to highway traffic. It is recommended that such a signal be installed. The installation is estimated to cost approximately $5,000.

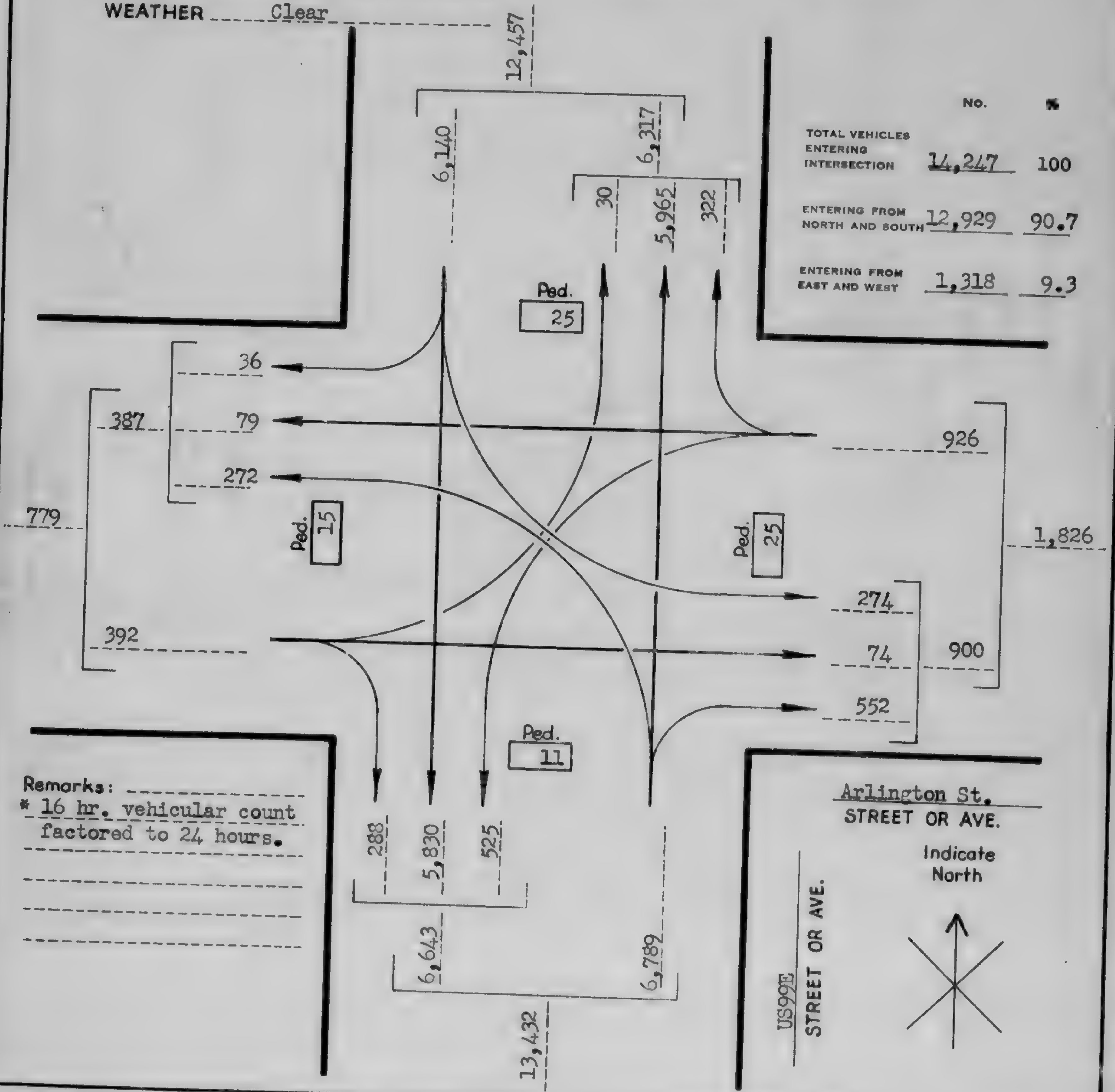

GLADSTONE
N
BARCLAY ST.
CENTER ST.
HOWELL ST.
KENMORE ST.
JERSEY ST.
IPSWITCH ST.
GLOUCESTER
HEREFORD ST.
FAIRFIELD ST.
EXETER ST.
DARTMOUTH ST.
CLARENDON ST.
BERKELEY ST.
ARLINGTON ST.
CLACKAMAS ST.
FIRST BLVD.
BARTON AVE.
BEATRICE AVE.
BELLEVUE AVE.
PORTLAND AVE.
CHICAGO AVE.
HARVARD AVE.
YALE AVE.
CORNELL AVE.
COLUMBIA AVE.
UNION AVE.
PRINCETON AVE.
R.R. Co. P. E. P.
OATFIELD ROAD
WEBSTER ROAD
RIVER ROAD
EAST HWY.
PACIFIC
CASCADE HWY.
S.P.Co.R.R.
CLACKAMAS RIVER
To Portland
To Oregon City
To Portland
To Oregon City
17 16 20 21
19 20 30 29
99E
99E
213
213
LEGEND
State Highway
Intersection Investigated

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE November 3, 1949
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6 am - 10 pm
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 am - 10 pm
WEATHER Clear

CITY OF Gladstone
INTERSECTION OF US99E & Arlington St.
STATION NO
CODE NO
CLASSIFICATION All Vehicles

	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	14,247	100
ENTERING FROM NORTH AND SOUTH	12,929	90.7
ENTERING FROM EAST AND WEST	1,318	9.3


12,457
6,140
6,317
30
5,965
322
Ped. 25
36
387
79
272
779
Ped. 15
Ped. 25
926
1,826
274
74
900
552
392
Ped. 11
288
5,830
525
6,643
6,789
13,432
Indicate North

Remarks:
* 16 hr. vehicular count factored to 24 hours.

Arlington St. STREET OR AVE.

US99E STREET OR AVE.

FORM E-126 5M 4-40

Form E-46—3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date November 3, 1949
Day of week Thursday
Hours counted 6 am - 10 pm
Weather Clear

Classification All Vehicles

City of Gladstone
Intersection US99E and Arlington St.
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIAN
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North
A. M.	6:00- 7:00	4	6	6	1	137	124				2	2		282	273	96.8	9	3.2	278	12	9	265	
	7:00- 8:00	7	23			390	316	9		46	18	11	21	841	752	89.4	89	10.6	736	103	41	802	
	8:00- 9:00	18	23	1	1	372	257	2	5	26	26	27	19	777	693	89.1	84	10.9	672	100	55	727	
	9:00-10:00	10	17		4	348	312	7	10	30	20	4	9	771	699	90.6	72	9.4	691	94	34	723	3
	10:00-11:00	17	11	3	1	366	363	5	4	37	22	19	16	864	787	91.0	77	9.0	761	96	48	823	
	11:00-12:00	18	12	2	4	312	346	4	1	37	22	15	18	791	718	90.7	73	9.3	694	94	44	750	2
P. M.	12:00- 1:00	14	18	5	2	271	311	4	5	27	30	18	21	726	652	89.8	74	10.2	621	98	55	678	1
	1:00- 2:00	10	11	4		366	365	3	2	26	16	19	18	840	779	92.7	61	7.3	756	68	46	810	3
	2:00- 3:00	17	20	1	2	359	371	9	10	32	43	22	17	903	808	89.4	95	10.6	770	131	61	844	2
	3:00- 4:00	20	29	3	2	429	424	10	8	43	50	16	9	1043	935	89.6	108	10.4	907	160	48	971	2
	4:00- 5:00	34	28	2	3	559	603	12	9	43	65	29	23	1410	1286	91.2	124	8.8	1229	191	78	1322	4
	5:00- 6:00	26	29	1	1	430	581	1	6	36	69	31	37	1248	1144	91.6	104	8.4	1068	167	77	1184	4
	6:00- 7:00	16	14	2	2	315	353	2	2	25	45	20	19	815	750	92.0	65	8.0	702	104	47	777	
	7:00- 8:00	15	23	1	2	291	291		4	42	30	17	7	723	635	87.8	88	12.2	623	114	31	678	
	8:00- 9:00	11	15	1		186	209	3	1	14	21	4	4	469	432	92.1	37	7.9	422	65	13	438	1
	9:00-10:00	12	14	1	2	169	197	1		13	23	8	9	449	411	91.5	38	8.5	395	63	21	419	3
	10:30-11:00																						
	11:00-12:00																						
A. M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	24-Hour total	274	322	36	30	5830	5965	79	74	525	552	288	272	14,247	12929	90.7	1318	9.3	12,457	1826	779	13,432	
	16-Hour total	249	293	33	27	5300	5423	72	67	477	502	262	247	12,952	11754	90.7	1198	9.3	11,325	1660	708	12,211	25
	-Hour total																						
	Control																						
	Factor																						

US99E St. is North and South
Arlington St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

November 3, 1949
Thursday
6 am - 10 pm
Clear

Classification All Vehicles

City of Gladstone
Intersection US99E and Arlington St.
Station number
Code number

SUMMARY BY MOVEMENTS															SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
6	1	137	124				2	2		282	273	96.8	9	3.2	278	12	9	265			3	
		390	316	9		46	18	11	21	841	752	89.4	89	10.6	736	103	41	802			3	
1	1	372	257	2	5	26	26	27	19	777	693	89.1	84	10.9	672	100	55	727				1
	4	348	312	7	10	30	20	4	9	771	699	90.6	72	9.4	691	94	34	723	3	1		
3	1	366	363	5	4	37	22	19	16	864	787	91.0	77	9.0	761	96	48	823			2	2
2	4	312	346	4	1	37	22	15	18	791	718	90.7	73	9.3	694	94	44	750	2	2	1	
5	2	271	311	4	5	27	30	18	21	726	652	89.8	74	10.2	621	98	55	678	1	1		1
4		366	365	3	2	26	16	19	18	840	779	92.7	61	7.3	756	68	46	810	3		1	
1	2	359	371	9	10	32	43	22	17	903	808	89.4	95	10.6	770	131	61	844	2	9		
3	2	429	424	10	8	43	50	16	9	1043	935	89.6	108	10.4	907	160	48	971	2	3	4	4
2	3	559	603	12	9	43	65	29	23	1410	1286	91.2	124	8.8	1229	191	78	1322	4	5		3
1	1	430	581	1	6	36	69	31	37	1248	1144	91.6	104	8.4	1068	167	77	1184	4	1		
2	2	315	353	2	2	25	45	20	19	815	750	92.0	65	8.0	702	104	47	777				
1	2	291	291		4	42	30	17	7	723	635	87.8	88	12.2	623	114	31	678			1	
1		186	209	3	1	14	21	4	4	469	432	92.1	37	7.9	422	65	13	438	1			
1	2	169	197	1		13	23	8	9	449	411	91.5	38	8.5	395	63	21	419	3	3		
36	30	5830	5965	79	74	525	552	288	272	14,247	12929	90.7	1318	9.3	12,457	1826	779	13,432				
33	27	5300	5423	72	67	477	502	262	247	12,952	11754	90.7	1198	9.3	11,325	1660	708	12,211	25	25	15	11

US99E St. is North and South

Arlington St. is East and West

Tabulated by

Computed by

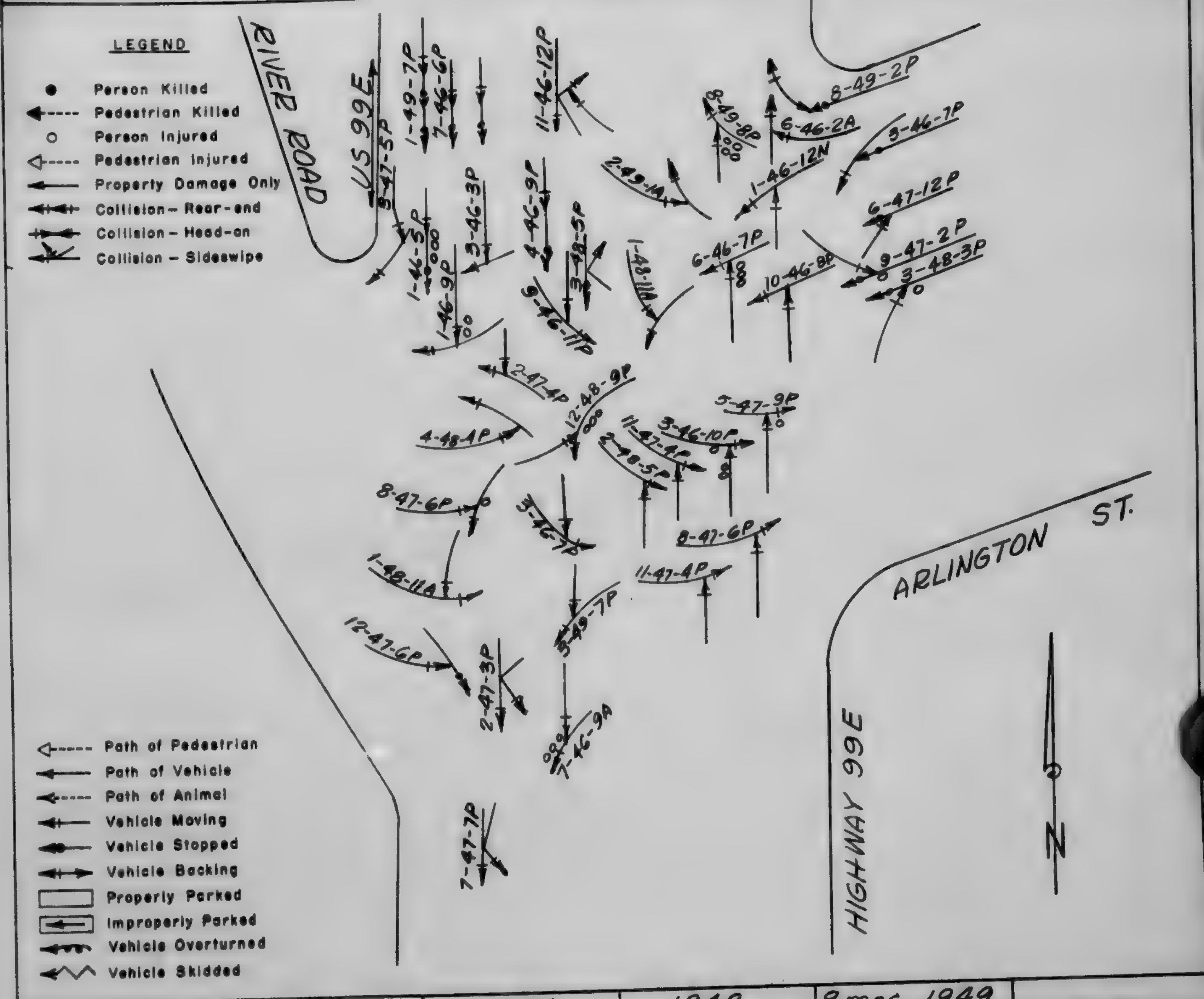
Checked by

Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of GLADSTONE County CLACKAMAS
Intersection of US 99E and Arlington
Highway Number US 99E
Period Covered 1-1-46 8-31-49
Compiled by RWG Drawn by JMT Date 10-27-49


LEGEND
● Person Killed
Pedestrian Killed
○ Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
RIVER ROAD
US 99E
HIGHWAY 99E
ARLINGTON ST.
N
3-47-5P
1-49-7P
7-46-6P
11-46-12P
8-49-2P
8-49-8P
6-46-2A
3-46-7P
2-49-1A
1-46-12N
6-47-12P
1-46-5P
3-46-3P
4-46-9P
3-48-5P
1-48-11A
6-46-7P
10-46-8P
9-47-2P
3-48-3P
1-46-9P
9-46-11P
2-47-4P
12-48-9P
5-47-9P
4-48-1P
11-47-4P
3-46-10P
2-48-5P
8-47-6P
3-46-7P
8-47-6P
11-47-4P
1-48-11A
5-49-7P
12-47-6P
2-47-3P
7-46-9A
7-47-7P

Collision Type	1946 Fatal	1946 Non-fatal	1946 Prop. Damage	1946 Total	1947 Fatal	1947 Non-fatal	1947 Prop. Damage	1947 Total	1948 Fatal	1948 Non-fatal	1948 Prop. Damage	1948 Total	8mos 1949 Fatal	8mos 1949 Non-fatal	8mos 1949 Prop. Damage	8mos 1949 Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on															2	2				
Rear-end		1	2	3																
Sideswipe			1	1			2	2			1	1								
Turning Movement		5	6	11		3	6	9		2	4	6		1	2	3				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian															1	1				
Backing																				
Misc.																				
TOTAL	-	6	9	15	-	3	9	12	-	2	5	7	-	1	5	6				

Form E-261—2M—11-45

AGREEMENT

THIS AGREEMENT, made and entered into this_______day of_________ ______, 1950, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called the "State", and the CITY OF GLADSTONE, OREGON, a municipal corporation, acting by and through its City Officials, hereinafter called the "City", WITNESSETH:

RECITALS:

1. That highway which by law is designated as the Pacific Highway East, otherwise known and designated as State Highway No. 1E and U.S. Highway No. 99E, extending from Portland, Oregon, in a southerly direction via Milwaukie, Gladstone, Oregon City, Salem and Albany to its junction with the Pacific Highway West near Junction City, Oregon, is a state highway under the jurisdiction of the Oregon State Highway Commission.

2. By authority of the provisions of Section 115-309, O.C.L.A., the Highway Commission is authorized and directed, whenever the route of a state highway passes through the corporate limits of a city, to provide a system of marking and signing such state highway route, and to place or erect thereon traffic control signals.

3. By authority of the provisions of Section 115-309, O.C.L.A., the Highway Commission is vested with general supervision with respect to the erection of official traffic signs and signals by local authorities.

4. The municipal authorities of the City of Gladstone are vested with authority, under the supervision of the State Highway Commission, to erect and maintain traffic signs, signals and markings.

5. In the judgment of the State and the City, it is deemed necessary

for the safety and convenience of the travelling public that there be erected and maintained within the City of Gladstone a system of traffic control signals at the street intersection hereinafter designated.

NOW, THEREFORE, the premises being as stated in the foregoing recitals, it is hereby mutually agreed by and between the State and the City as follows:

THINGS TO BE DONE BY THE STATE:

1. The State shall prepare and submit to the City for its approval specifications and plans for the installation of traffic control signals at the intersection of the said Pacific Highway East with Arlington Street and River Road, in the City of Gladstone.

Attached hereto, marked Exhibit "A", and by this reference made a part hereof, are two sheets setting forth the specifications and plans for the installation of the said traffic control signals at the said intersection.

2. As soon as the specifications, conditions, and requirements herein contained and provided for are completed or complied with, the State shall either perform the work with its own forces or, in the usual and ordinary manner, call for competitive bids. In the event the latter method is followed, a copy of the notice that bids will be received shall be mailed to the City Attorney of the City of Gladstone for the benefit and use of the City Council, and when said bids are opened the City shall be given an opportunity to have a representative, or representatives, present at said opening.

3. If and when a satisfactory bid for the doing of the things provided for in said notice is received, the State shall prepare and award a contract for the doing of said things, and shall require the usual

statutory bond to insure the performance of the things agreed upon and to insure the payment for all labor and material and of all claims and expenses incurred in connection with the said contract.

4. The City shall be furnished a fully executed copy of the said contract so that the City may be advised at all times with respect to all matters and things covered in the said contract.

5. The State shall supervise the project, but shall confer with and cooperate with the municipal authorities to the end that the interests of both the City and the State may be promoted.

6. The State shall in the first instance pay all the costs of the project, and shall, when the materials and equipment have been furnished and the work completed, provide the City with an itemized statement of all costs and disbursements made in the performance of the work, and shall bill the City for its share of such costs, as hereinafter provided.

7. It is agreed that the total cost of the said project, including all costs of material, equipment and installation and other disbursements, shall be borne by the State and the City equally, and each shall pay one half of the said total costs.

(a) The total cost of the project is estimated to be Four thousand and no/100 ($4,000.00); however, the actual cost, whether more or less than this estimate, shall govern.

THINGS TO BE DONE BY THE CITY:

1. The City, by the execution of this agreement, approves the plans and specifications as attached hereto and marked Exhibit "A".

2. Upon being furnished by the State with an itemized statement of the total cost of the said project, the City shall promptly pay to the State

one half thereof, as its share of said costs as provided for in paragraph 7 under "Things to be Done by the State".

(a) The City shall deposit with the State at the time of the execution of this agreement by the City its certified check for the sum of Two Thousand and no/100 ($2000.00) Dollars.

(b) It is understood and agreed that, when the entire project has been completed and the total costs thereof determined, if the said deposit of Two Thousand and no/100 Dollars ($2,000.00) exceeds the City's share of the total cost of the said project, then the surplus, if any, shall be refunded or repaid to the City. If, however, the said sum of Two Thousand and no/100 Dollars ($2,000.00) shall be less than the City's share of the total cost of the said project, then the City shall promptly pay to the State such an amount of money as when added to the said sum of Two Thousand and no/100 Dollars ($2,000.00) will equal the City's share of the said total cost.

3. The City shall maintain and operate at its sole cost the said traffic control signals from and after the date the installation thereof is completed.

4. The City shall enact an ordinance, and submit a copy thereof with this agreement when the same is executed by the City and returned to the Highway Commission, prohibiting all parking except parallel parking on the southwesterly side of the River Road for a distance of one hundred and sixty (160) feet north of the Pacific Highway East.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and affixed their seals this the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
State Highway Engineer

APPROVED:

____________________ CWE
Chief Counsel

STATE OF OREGON, by and through its
State Highway Commission

By____________________
Chairman

By____________________
Commissioner

By____________________
Commissioner

State

CITY OF GLADSTONE, OREGON, a municipal corporation

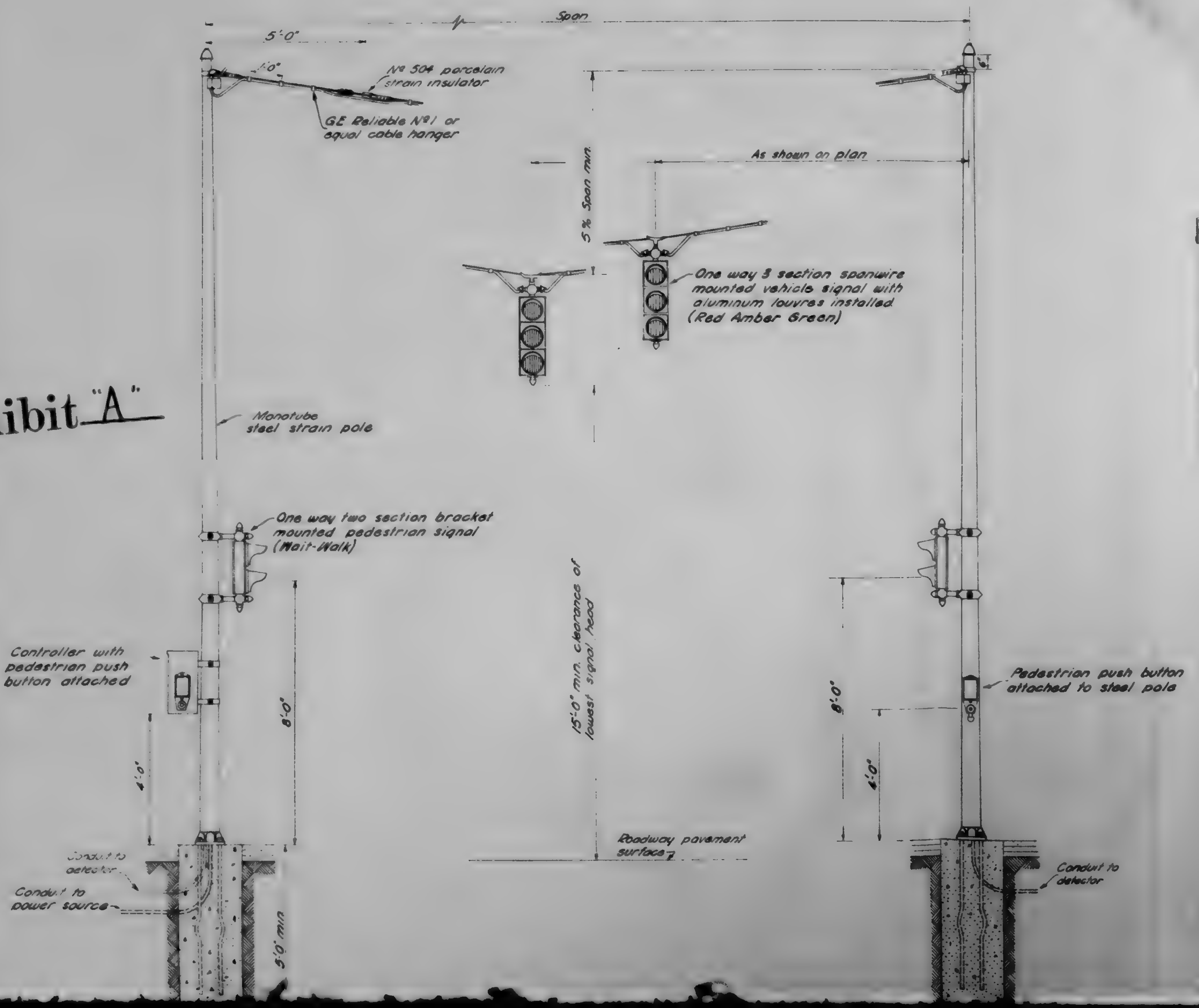
By____________________
Mayor

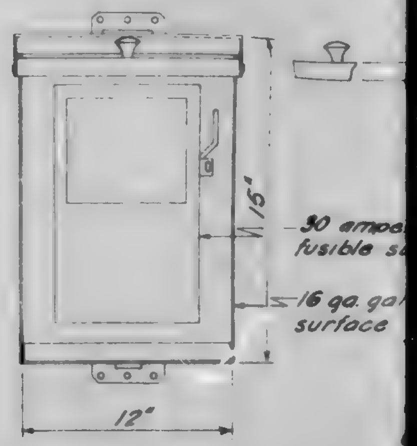
By____________________
Recorder

City

RLM:FRC
3/31/50

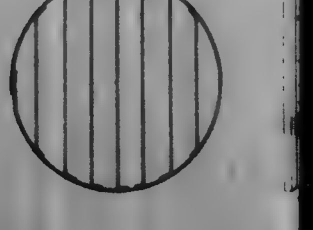
Exhibit "A"


Span
5'-0"
1'-0"
Nº 504 porcelain strain insulator
GE Reliable Nº1 or equal cable hanger
As shown on plan
5% Span min.
One way 3 section spanwire mounted vehicle signal with aluminum louvres installed (Red Amber Green)
Monotube steel strain pole
One way two section bracket mounted pedestrian signal (Wait-Walk)
Controller with pedestrian push button attached
8'-0"
4'-0"
15'-0" min. clearance of lowest signal head
Roadway pavement surface
Pedestrian push button attached to steel pole
8'-0"
4'-0"
Conduit to detector
Conduit to power source
5'-0" min
Conduit to detector
6"


15"
12"
30 ampe
fusible s
16 ga. ga
surface

SWITCH & SURFACE CA

To be installed on po
pole.

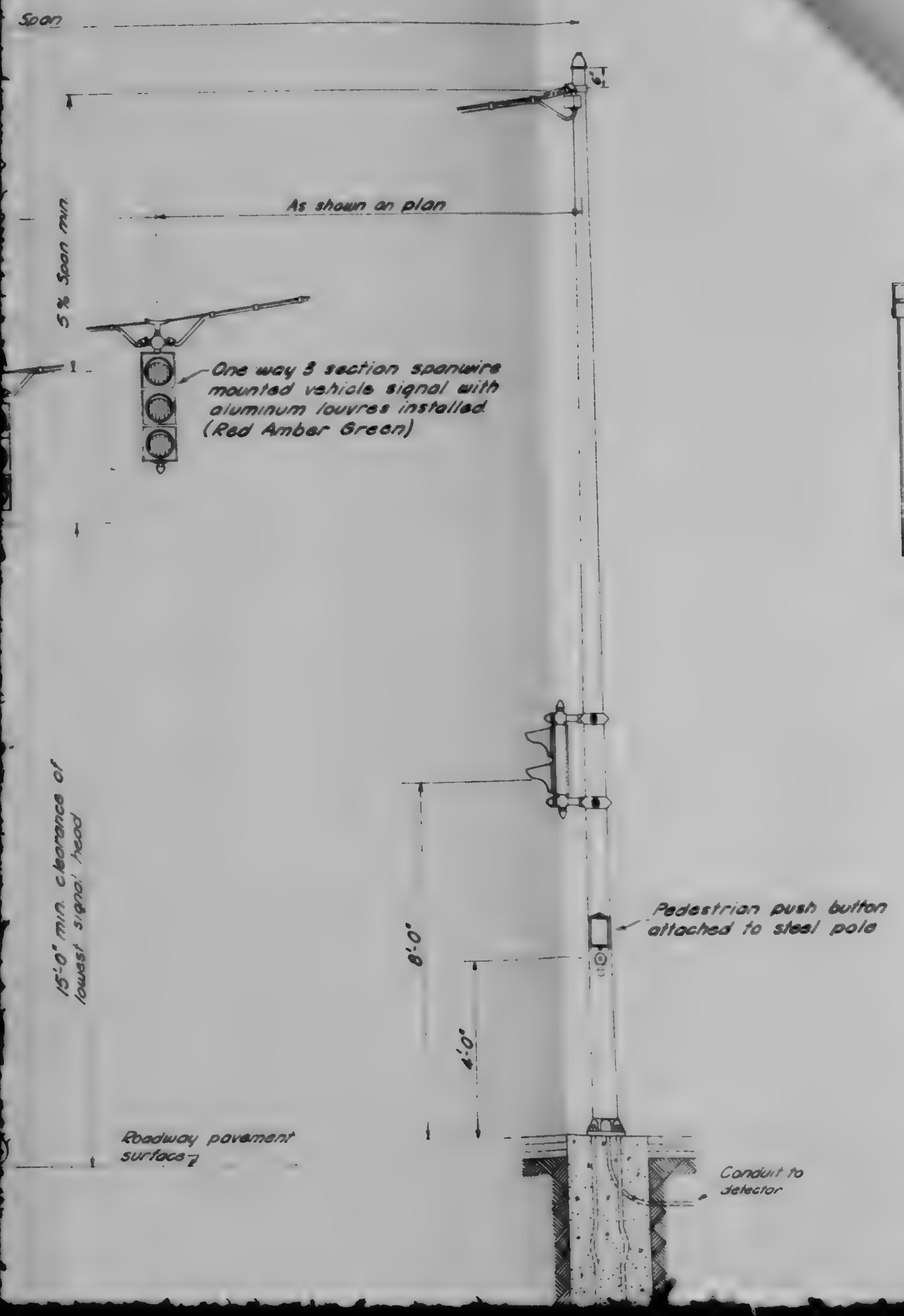


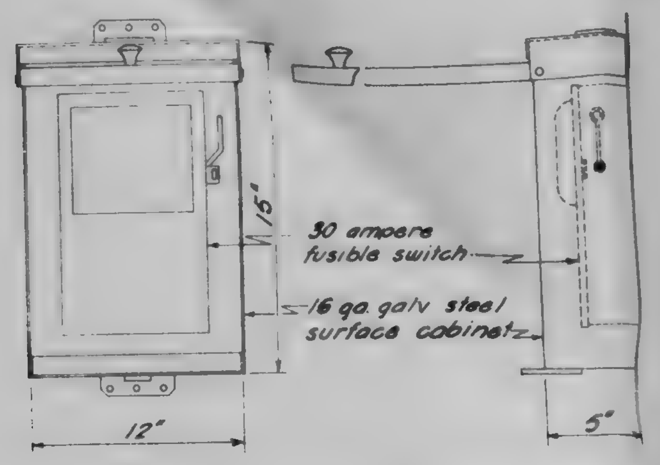
ALUMINUM LO

To be installed on a
suspended vehicle

TRAFFIC SIGNAL INSTALLATION
PACIFIC HIGHWAY EAST (US 99E) @ ARLINGTON
GLADSTONE

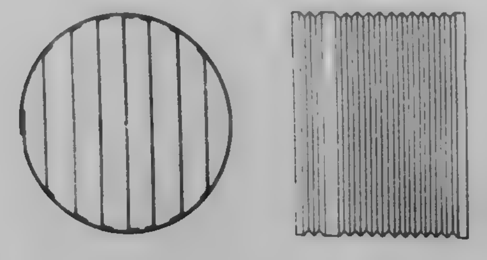
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
	OREGON	STATE		2	See index


Span
5% Span min.
As shown on plan
One way 3 section spanwire mounted vehicle signal with aluminum louvres installed (Red Amber Green)
15'-0" min. clearance of lowest signal head
8'-0"
4'-0"
Pedestrian push button attached to steel pole
Roadway pavement surface
Conduit to detector

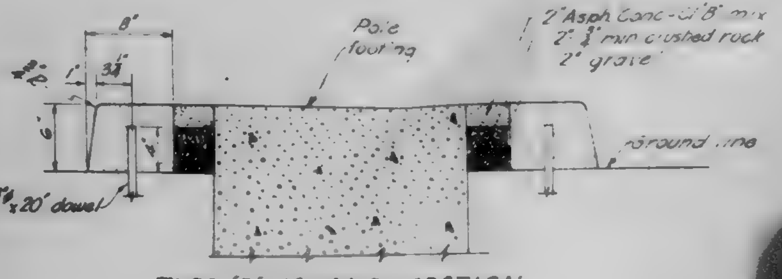

15"
12"
5"
30 ampere fusible switch
16 ga. galv steel surface cabinet

SWITCH & SURFACE CABINET INSTALL.

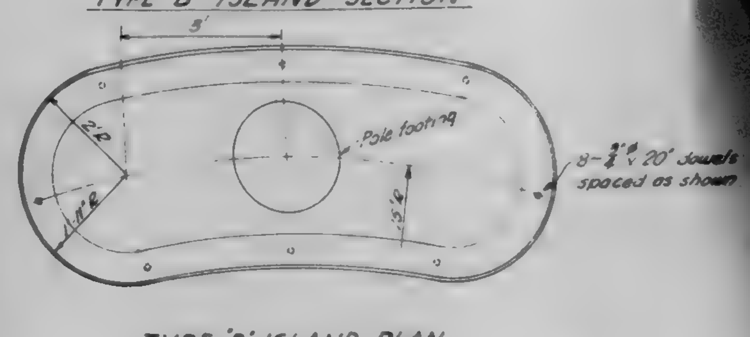
To be installed on power source pole.



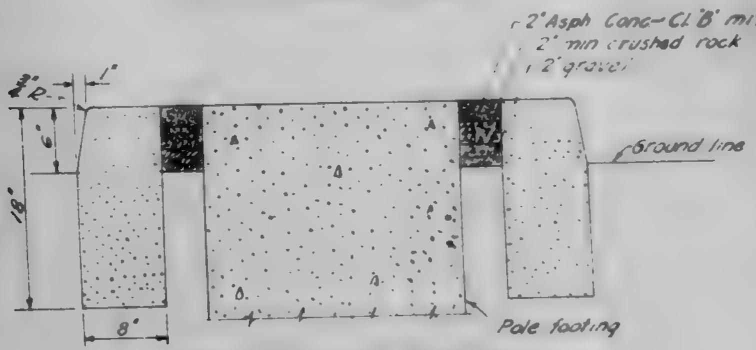
ALUMINUM LOUVRES


8"
3½"
6"
4"
¾"x20" dowel
Pole footing
2" Asph Conc-Cl "B" mix
2" ¾" min crushed rock
2" gravel
Ground line

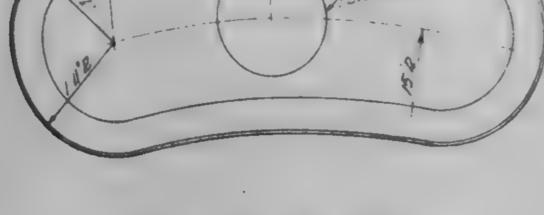
TYPE "B" ISLAND SECTION


3'
2'0"
1'0"
Pole footing
5'0"
8-¾" x 20" dowels spaced as shown

TYPE "B" ISLAND PLAN

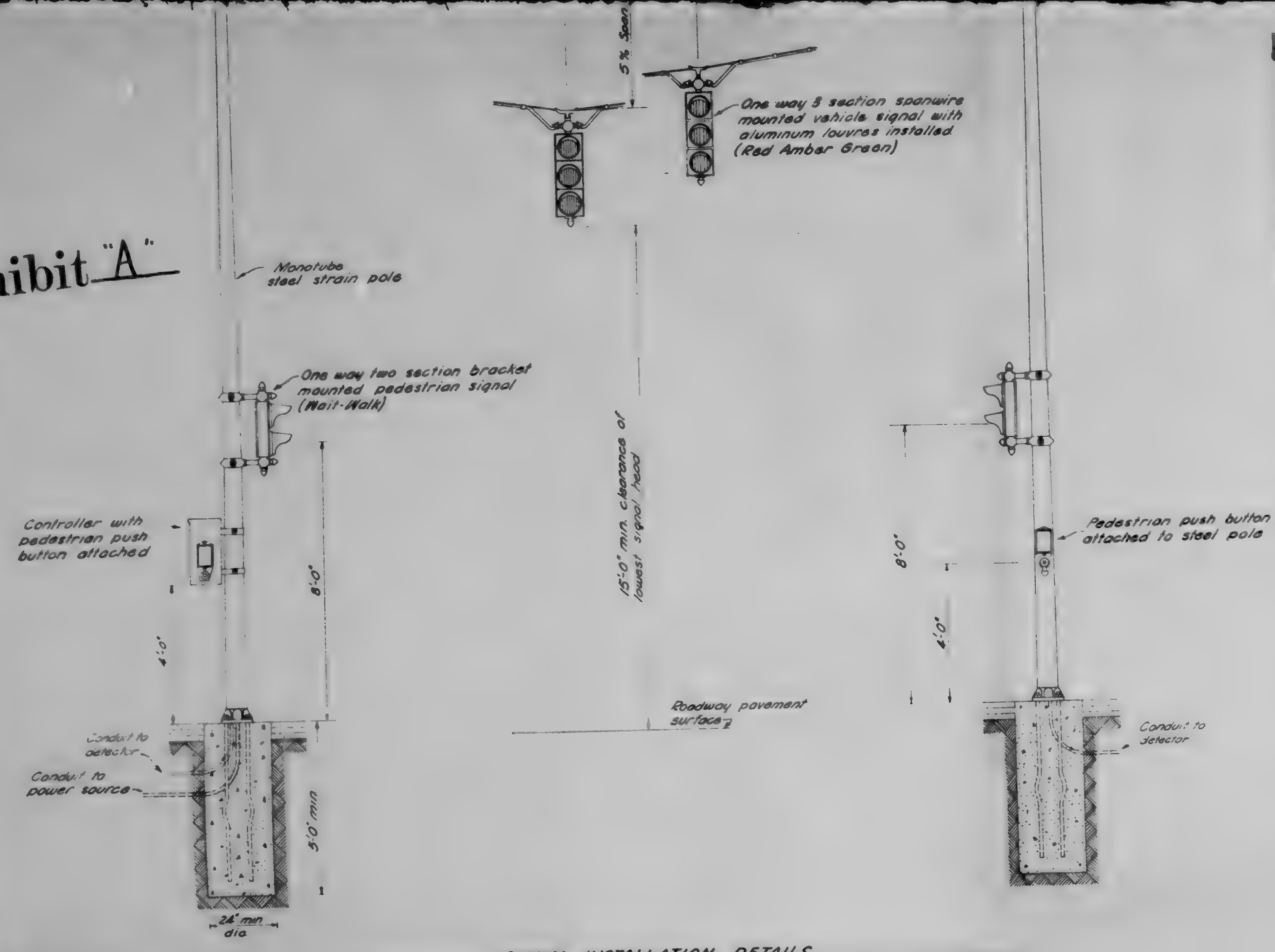

1"
6"
18"
8"
2" Asph Conc-Cl "B" mix
2" min crushed rock
2" gravel
Ground line
Pole footing

TYPE "A" ISLAND SECTION


3'
2'1"
1'0"
Pole footing
5'0"

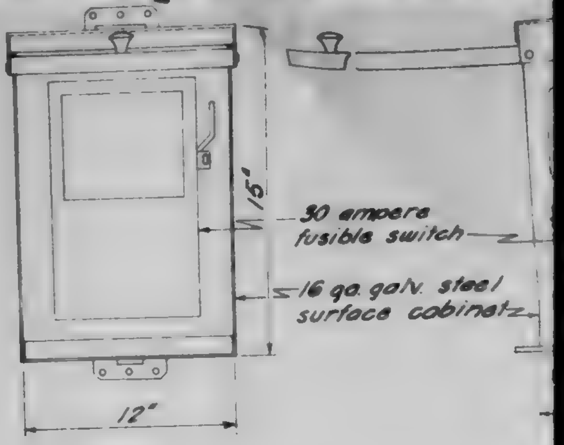
TYPE "A" ISLAND PLAN

Exhibit "A"


5% Span
One way 3 section spanwire mounted vehicle signal with aluminum louvres installed (Red Amber Green)
Monotube steel strain pole
One way two section bracket mounted pedestrian signal (Wait-Walk)
15'-0" min. clearance of lowest signal head
Controller with pedestrian push button attached
8'-0"
4'-0"
Roadway pavement surface
Conduit to detector
Conduit to power source
5'-0" min
24" min dia.
Pedestrian push button attached to steel pole
8'-0"
4'-0"
Conduit to detector

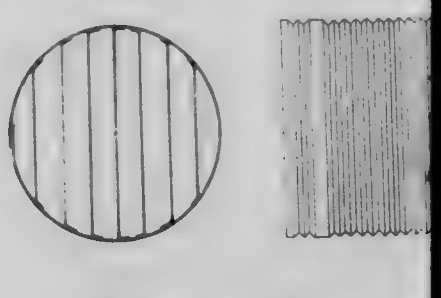
SIGNAL INSTALLATION DETAILS

Note: This drawing is intended to indicate general design only in so far as equipment is concerned. It is not to be construed as being an exact representation inasmuch as details of design will vary among manufacturers.


15"
12"
30 ampere fusible switch
16 ga. galv. steel surface cabinet

SWITCH & SURFACE CABINET IN

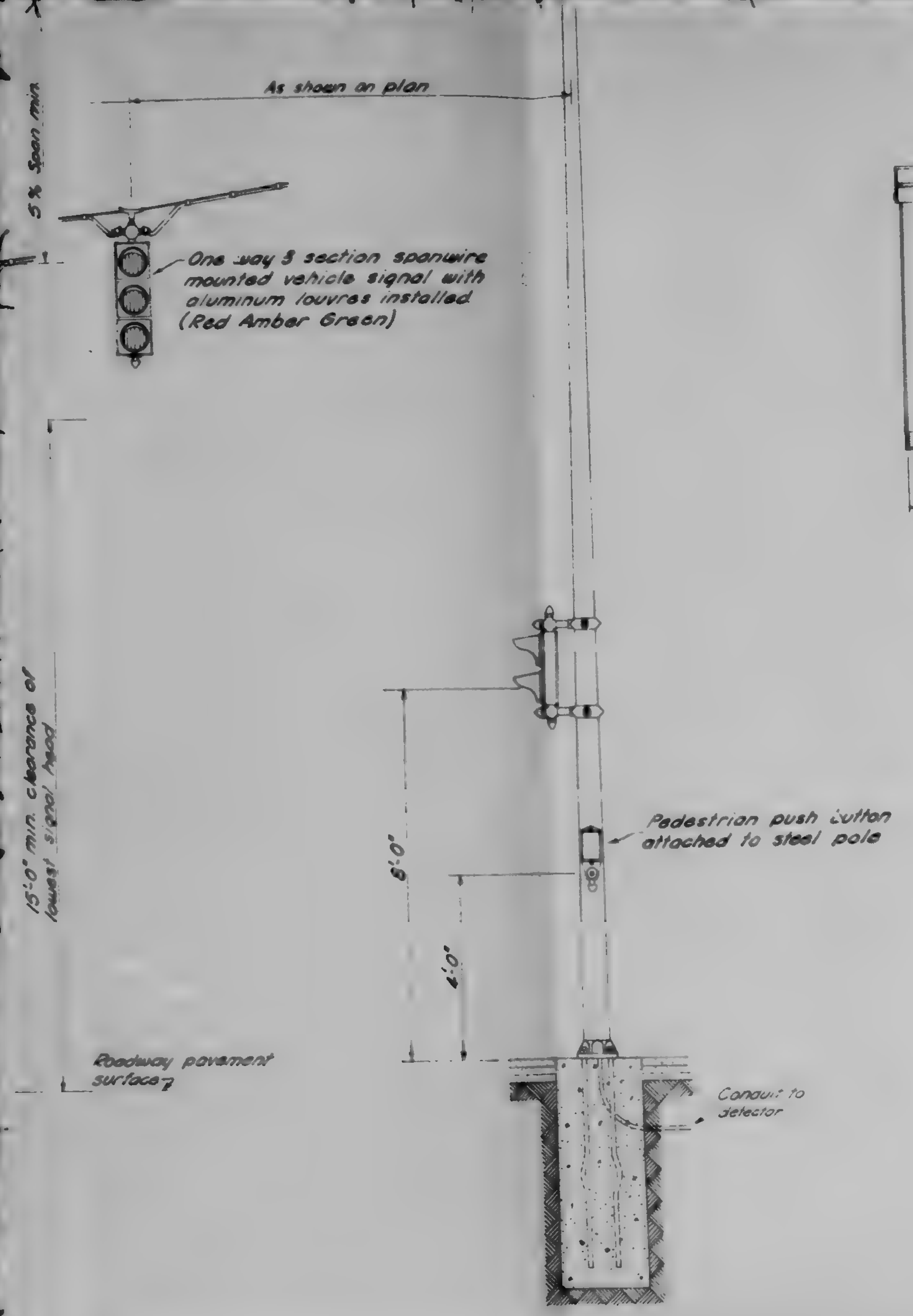
To be installed on power sourc pole.

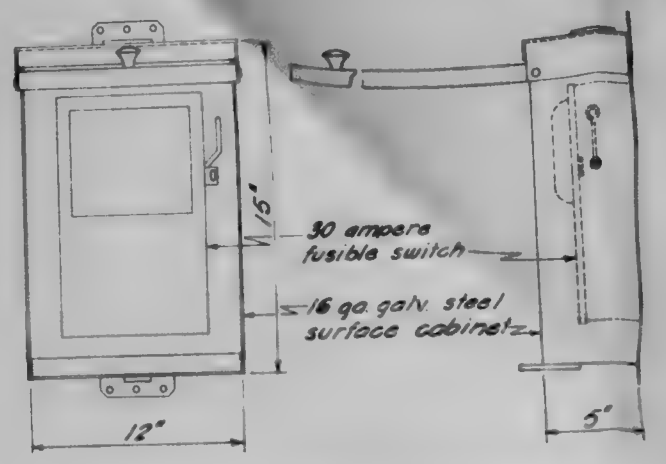


ALUMINUM LOUVRE

To be installed on all overhed suspended vehicle signals

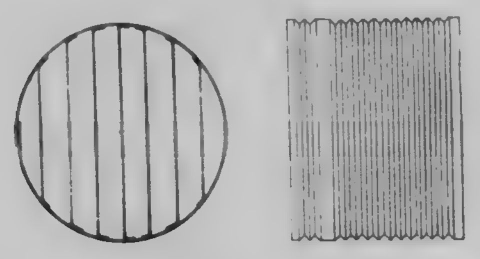
T.E.D. Drg. No. 1442


5% Span min.
As shown on plan
One way 3 section spanwire mounted vehicle signal with aluminum louvres installed (Red Amber Green)
15'-0" min. clearance of lowest signal head
8'-0"
4'-0"
Pedestrian push button attached to steel pole
Roadway pavement surface
Conduit to detector


15"
30 ampere fusible switch
16 ga. galv. steel surface cabinet
12"
5"

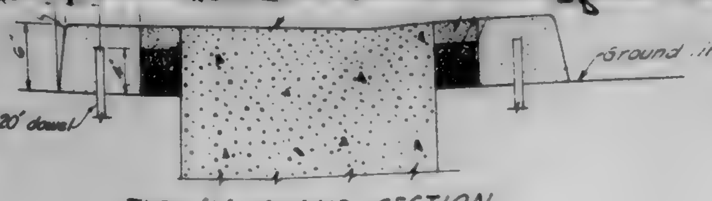
SWITCH & SURFACE CABINET INSTALL

To be installed on power source pole.

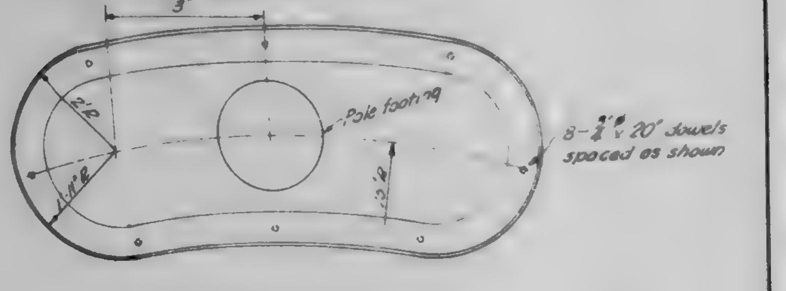


ALUMINUM LOUVRE

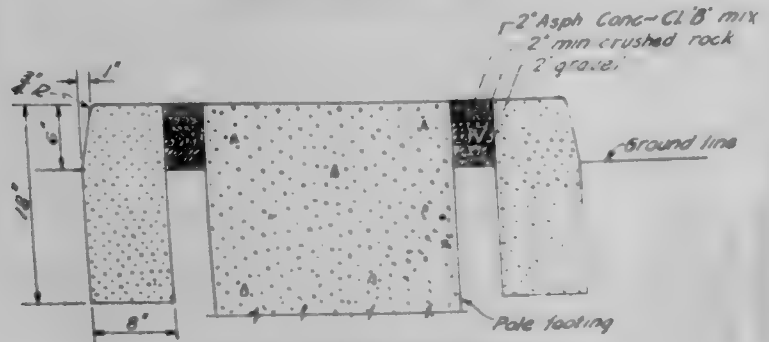
To be installed on all overhead suspended vehicle signals


6"
3/4" x 20" dowel
Ground line

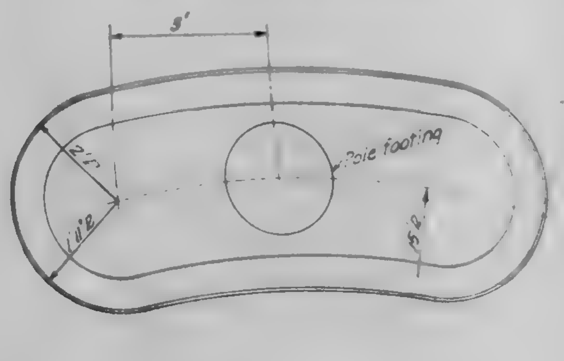
TYPE "B" ISLAND SECTION


3'
2'R
1'-11"R
Pole footing
13'R
8-3/4" x 20" dowels spaced as shown

TYPE "B" ISLAND PLAN


2" Asph Conc-Cl."B" mix
2" min crushed rock
2" gravel
3/4"R
1"
6"
18"
8"
Ground line
Pole footing

TYPE "A" ISLAND SECTION


3'
2'R
1'-8"R
Pole footing
15'R

TYPE "A" ISLAND PLAN

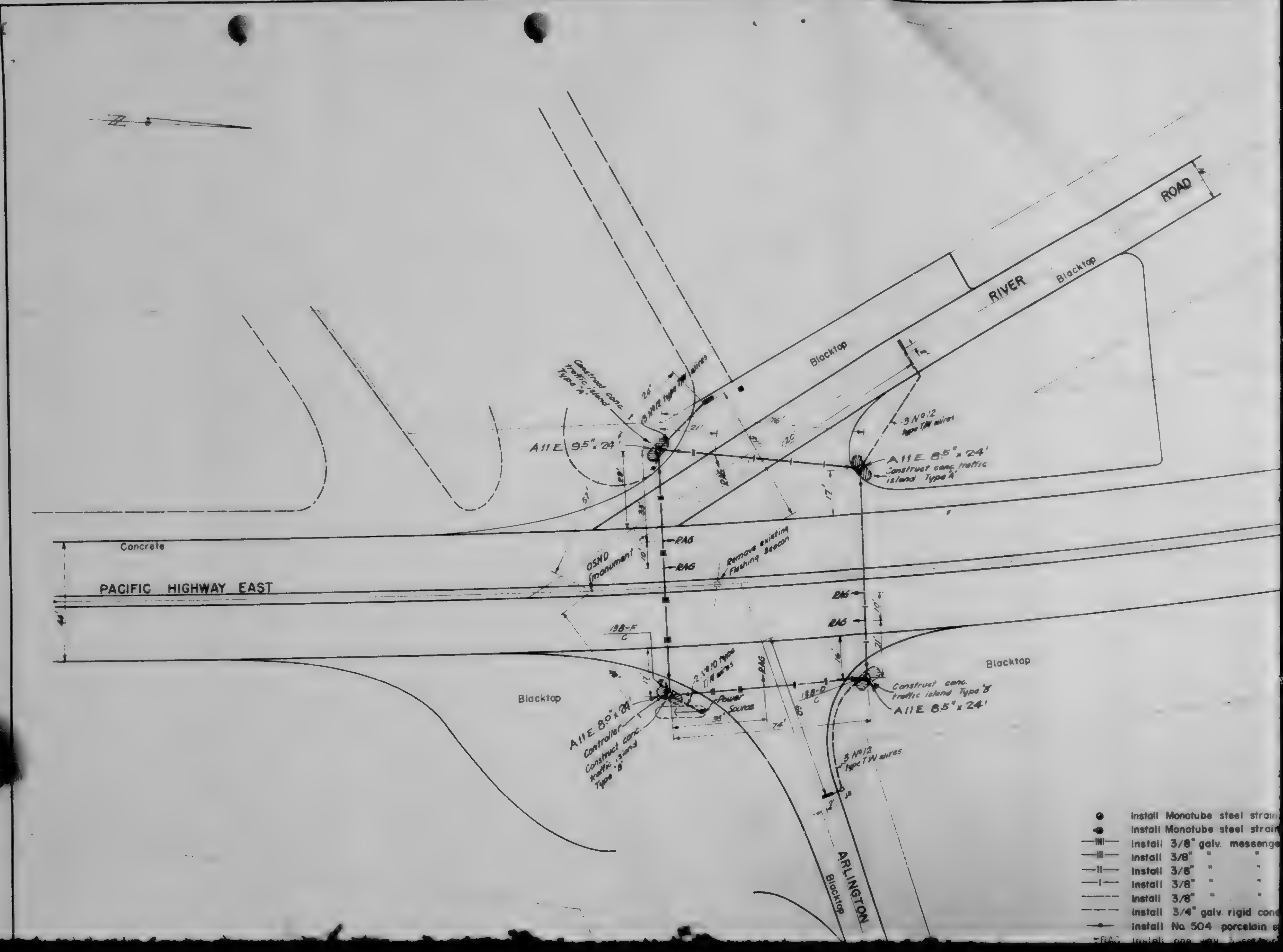
TRAFFIC ISLAND DETAILS

ISTALLATION DETAILS

intended to indicate general
as equipment is concerned. It is
being an exact representation
of design will vary among

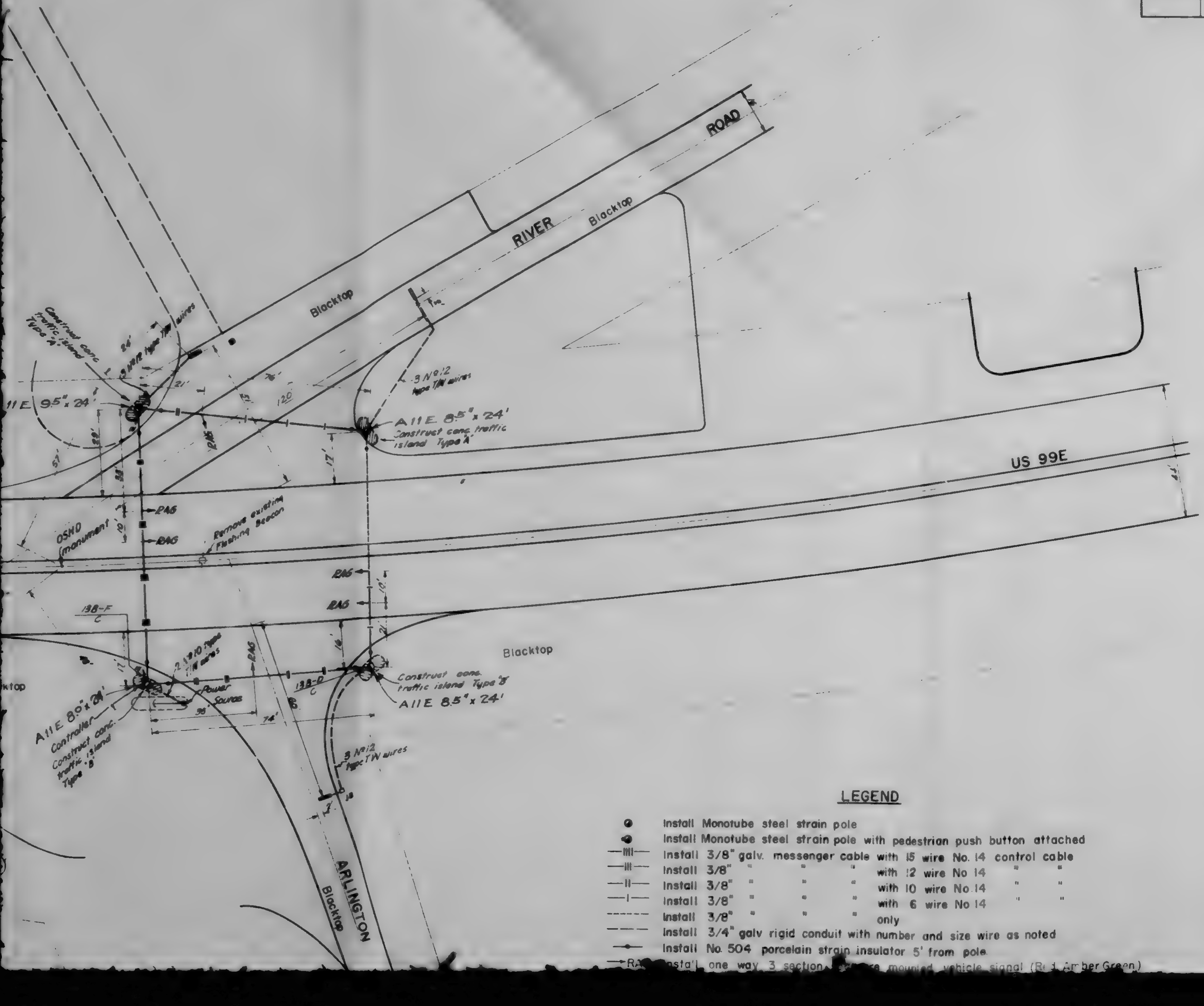
T.E.D. Drg. No. 1488

T.E.D. Drg. No. 1488


N
PACIFIC HIGHWAY EAST
Concrete
44'
RIVER
ROAD
Blacktop
Blacktop
Blacktop
Blacktop
ARLINGTON
Blacktop
Construct conc. traffic island Type 'A'
24'
3 No12 type T/W wires
21'
A11E 9.5" x 24'
29'
51'
33'
10'
RAG
RAG
RAG
OSHD monument
Remove existing Flashing Beacon
76'
120
51'
17'
3 No12 type T/W wires
A11E 8.5" x 24'
Construct conc. traffic island Type 'A'
RAG
RAG
10'
21'
16'
138-F
C
17'
A11E 8.0" x 24'
Controller
Construct conc. traffic island Type 'B'
2 No10 type T/W wires
Power Source
RAG
95'
74'
138-D
C
Construct conc. traffic island Type 'B'
A11E 8.5" x 24'
3 No12 type T/W wires
7'
Install Monotube steel strain
Install Monotube steel strain
Install 3/8" galv. messenge
Install 3/8" " "
Install 3/8" " "
Install 3/8" " "
Install 3/8" " "
Install 3/4" galv. rigid cond
Install No. 504 porcelain s
RAG Install one way

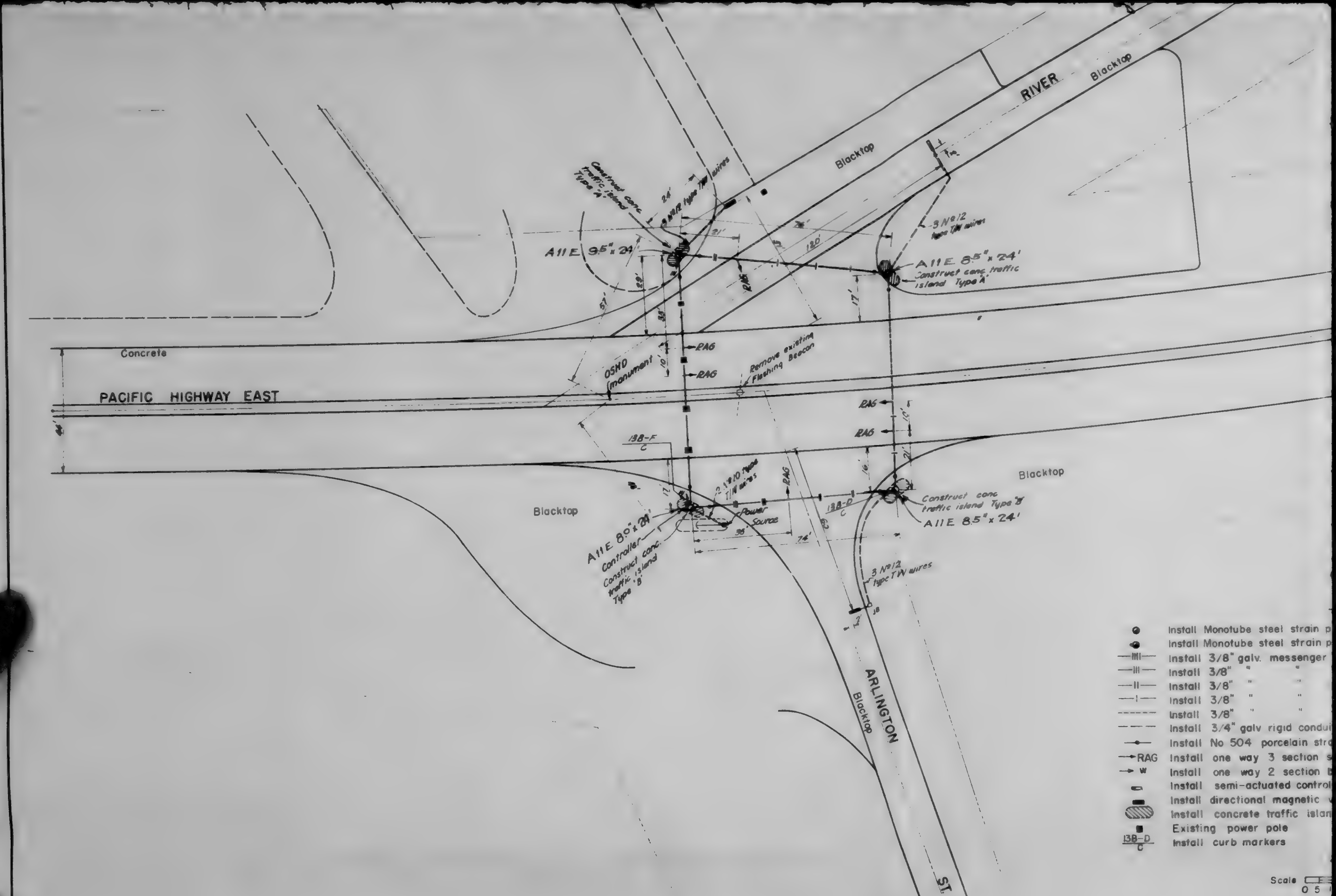
TRAFFIC SIGNAL INSTALLATION
PACIFIC HIGHWAY EAST (US 99E) & ARLINGTON ST
GLADSTONE

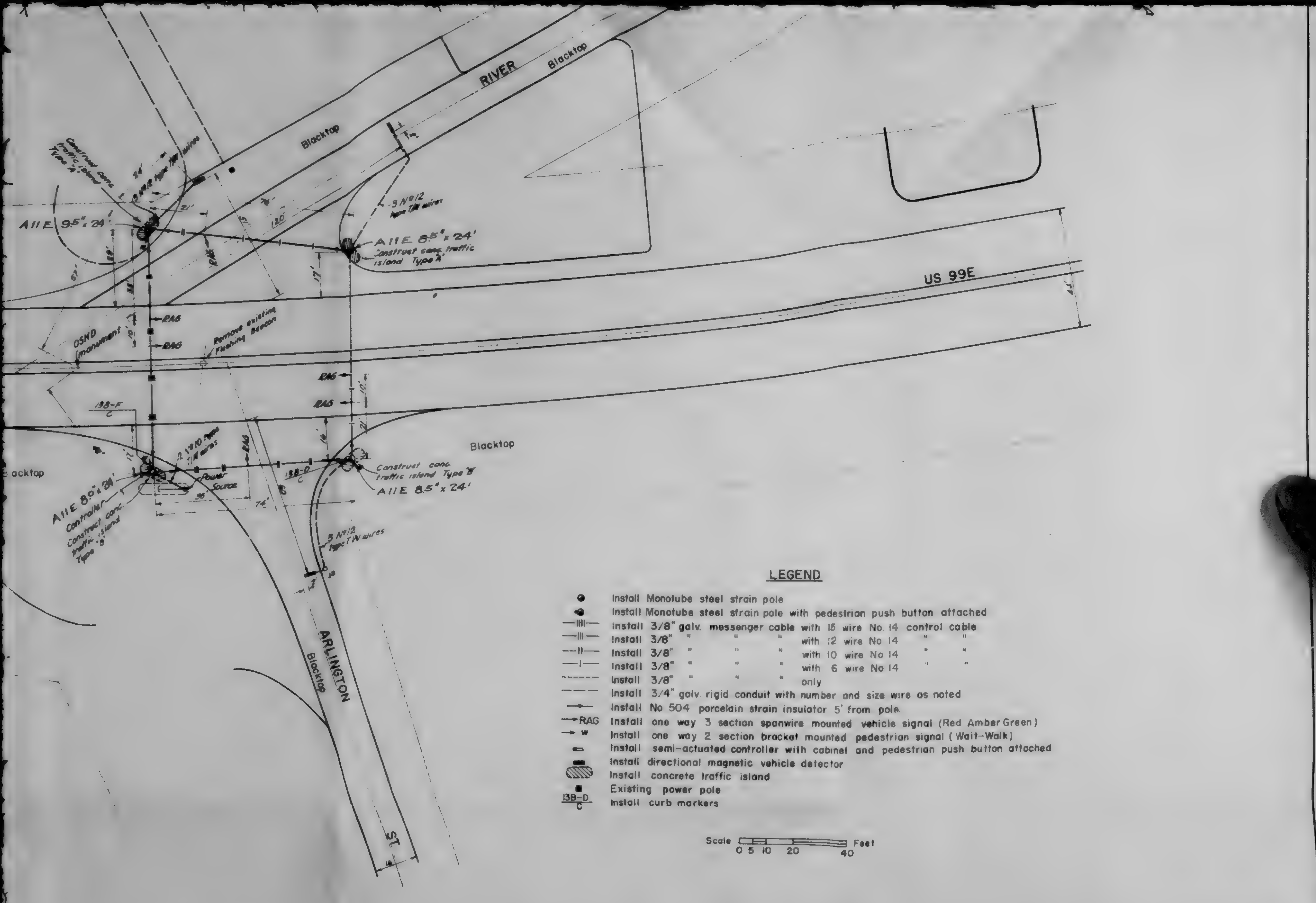
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No 3
	OREGON	STATE		TOTAL SHEETS See Index


ROAD
RIVER
Blacktop
Blacktop
Construct conc traffic island Type 'A'
24'
3 No 12 type TW wires
21'
A11E 9.5" x 24'
51'
38'
76'
120'
RAG
3 No 12 type TW wires
A11E 8.5" x 24'
Construct conc traffic island Type 'A'
17'
US 99E
OSHD monument
10'
RAG
RAG
Remove existing Flashing Beacon
RAG
RAG
10'
138-F / C
21'
2 No 10 type TW wires
RAG
Power Source
138-D / C
16'
Blacktop
Construct conc. traffic island Type 'B'
A11E 8.5" x 24'
A11E 8.0" x 24'
Controller
Construct conc. traffic island Type 'B'
98'
74'
3 No 12 type TW wires
ARLINGTON
Blacktop

LEGEND

●	Install Monotube steel strain pole
◖	Install Monotube steel strain pole with pedestrian push button attached
—IIII—	Install 3/8" galv. messenger cable with 15 wire No. 14 control cable
—III—	Install 3/8" " " " with 12 wire No 14 " "
—II—	Install 3/8" " " " with 10 wire No 14 " "
—I—	Install 3/8" " " " with 6 wire No 14 " "
-------	Install 3/8" " " " only
— — —	Install 3/4" galv rigid conduit with number and size wire as noted
—•—	Install No. 504 porcelain strain insulator 5' from pole
→RAG	Install one way 3 section [illegible] mounted vehicle signal (Red Amber Green)


PACIFIC HIGHWAY EAST
Concrete
44'
RIVER
Blacktop
ARLINGTON
ST.
Blacktop
Blacktop
Blacktop
Blacktop
Construct conc traffic island Type "A"
24'
3 Nº12 type T/W wires
21'
A11E 9.5" x 24'
29'
57'
33'
10'
26'
13'
120'
RAG
3 Nº12 type T/W wires
A11E 8.5" x 24'
Construct conc traffic island Type "A"
17'
OSHD monument
RAG
RAG
Remove existing Flashing Beacon
RAG
RAG
10'
138-F / C
17'
2 Nº10 type T/W wires
RAG
Power Source
95'
74'
A11E 8.0" x 24'
Controller
Construct conc. traffic island Type 'B'
16'
21'
138-D / C
Construct conc traffic island Type "B"
A11E 8.5" x 24'
3 Nº12 type T/W wires
JB
2'
● Install Monotube steel strain p
● Install Monotube steel strain p
—IIII— Install 3/8" galv. messenger
—III— Install 3/8" " "
—II— Install 3/8" " "
—I— Install 3/8" " "
------ Install 3/8" " "
— — — Install 3/4" galv rigid condui
—•— Install No 504 porcelain str
→RAG Install one way 3 section s
→W Install one way 2 section
▬ Install semi-actuated contro
▬ Install directional magnetic
▨ Install concrete traffic islan
■ Existing power pole
138-D / C Install curb markers
Scale 0 5


RIVER
Blacktop
Blacktop
US 99E
ARLINGTON
Blacktop
ST
Blacktop
Blacktop
A11E 9.5"x24'
Construct conc. traffic island Type "A"
3 Nº12 type TW wires
A11E 8.5"x24'
Construct conc. traffic island Type "A"
3 Nº12 type TW wires
OSHD (monument)
Remove existing Flashing Beacon
RAG
RAG
RAG
RAG
RAG
RAG
138-F
C
138-D
C
2 Nº10 type TW wires
Power Source
A11E 8.0"x24'
Controller
Construct conc. traffic island Type "B"
Construct conc. traffic island Type "B"
A11E 8.5"x24'
3 Nº12 type TW wires
17'
21'
51'
120'
16'
10'
36'
74'
44'

LEGEND

●	Install Monotube steel strain pole
●	Install Monotube steel strain pole with pedestrian push button attached
—IIII—	Install 3/8" galv. messenger cable with 15 wire No. 14 control cable
—III—	Install 3/8" " " " with 12 wire No 14 " "
—II—	Install 3/8" " " " with 10 wire No 14 " "
—I—	Install 3/8" " " " with 6 wire No 14 " "
------	Install 3/8" " " " only
— — —	Install 3/4" galv. rigid conduit with number and size wire as noted
—•—	Install No 504 porcelain strain insulator 5' from pole
→RAG	Install one way 3 section spanwire mounted vehicle signal (Red Amber Green)
→ W	Install one way 2 section bracket mounted pedestrian signal (Wait-Walk)
▭	Install semi-actuated controller with cabinet and pedestrian push button attached
▬	Install directional magnetic vehicle detector
▨	Install concrete traffic island
■	Existing power pole
13B-D C	Install curb markers

Scale 0 5 10 20 40 Feet

T.E.D. Drg. No. 1442

SPECIAL PROVISIONS

TRAFFIC SIGNALS

IN PORTLAND, GLADSTONE AND NEWBERG

Date of Completion:

All work under the contract shall be completed on or before September 30, 1951.

Standard Specifications:

The "Specifications and Contract Agreement for Highway Bridge Construction," issue of December 1, 1949, with the additions or modifications listed herein shall govern all work on this project.

Description of Work:

The work to be done under this contract consists of the following traffic signal and illuminated advance "Traffic Signals Ahead" sign installations.

1. Furnishing and installing all materials, equipment and other appurtenances for three (3) semi-actuated traffic signal installations at the following intersections:

   (a) N. E. Lombard Street (US 30 Bypass) and N. E. 60th Avenue, Multnomah County, Oregon

   (b) N. E. Killingsworth (US 30 Bypass) and N. E. 82nd Avenue (ORE 213) Multnomah County, Oregon

   (c) Pacific Highway East (US 99 E) and Arlington Street in the City of Gladstone, Oregon

   All complete with semi-actuated controllers with cabinets, signal heads, vehicle detectors, pedestrian push buttons and steel mono-tube strain poles, all as shown on drawings TED Nos. 1488, 1506, 1507, 1508 and 1510.

2. Furnishing and installing all material and equipment for a traffic signal installation at the intersection of E. First Street (US 99 W) and College Street (ORE 219) in the City of Newberg, Oregon. Complete with fixed time controller with cabinet, signals, and steel mono-tube strain poles, all as shown on drawings TED Nos. 1488, 1506 and 1512.

3. Furnishing and installing all material and equipment for advance illuminated "Traffic Signals Ahead" sign as per detail drawing at the intersections of N. E. Lombard Street (US 30 Bypass) and N. E. 60th Avenue, also at the intersection of N. E. Killingsworth (US 30 Bypass) and N. E. 82nd Avenue (ORE 213) as shown on the plans.

   The sign, flourescent illumination unit, flashing beacon and painted post, as detailed on the drawing for "Advance Signal Sign" will be furnished on the job by the State Highway Commission without cost to the contractor.

   The locations for this installation are shown on Sheets No. 3 and No. 4 of the plans identified by the symbol F (Install advance signal sign).

   The contractor shall install the sign and equipment furnished by the State Highway Commission and shall furnish and install the flasher, conduit, wire and all other material and supplies necessary for a complete job.

Electrical Work:

Permits, Codes and Inspection: The contractor shall comply with all electrical code recommendations and requirements of the State of Oregon and any other building codes or laws applying to the particular location in which the work is being done. He shall obtain all permits, inspections, etc. required by the code or other governing regulations and laws. All fees for the same shall be included in the contract price. The contractor's particular attention is directed to Section 112-605, O.C.L.A., as amended by Section 5, Chapter 83, Oregon Laws 1949. The label required by this section shall be furnished by the contractor. All materials and equipment shall bear the seal of approval of the Underwriters' Laboratories, Inc. The contractor shall conduct such tests as may be necessary to demonstrate the continuity and proper operation of the system.

Excavation:

Work To Be Done: The contractor shall do all excavation and backfilling work, including removing curbs, pavement and other materials, necessary to complete the work in accordance with the plans and specifications.

Excavation for the foundations for poles shall be made to the neat lines of the foundations. No backfilling will be permitted as the concrete must be placed directly against the sides of the excavation.

All cuts in roadway and sidewalk surfaces shall be made in a neat and workmanlike manner. On the completion of the work, the surfaces shall be replaced to correspond with the existing surfaces.

26-1007 Parkrose (99th Ave.-122nd Ave.) 1951
Section of the Columbia River
Highway about 1 mile east of Portlan
#3434

RECEIVED
FOR FILING
26-1007

OREGON STATE HIGHWAY DEPARTMENT

(date) Dec. 21, 1951

(CONTRACT NO.) 3484

	(EST. NO.)	(CONTRACTOR)	
3484-	6-final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22258	R-30158	$ 1,978.27	Dec. 20, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: **Sep. 15, 1951**

Time Extensions: **Extended to Oct. 15, 1951 without penalty**

Completion Date: **Oct. 1, 1951**

Date Accepted: **Oct. 11, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-24-51**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 27 1951
a. a. Wicklander

NOTED ON CARD
12-27-51, g.e.

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DEC 7 1951
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26-1007

[illegible]

December 6, 1951

United States Guarantee Company
90 John Street
New York 7, N. Y.

Gentlemen:

State highway contract No. 3484 for work performed on the Parkrose (99th Ave.-122nd Ave.) Section on the Columbia River Highway in Multnomah County was completed by the contractor, Warren Northwest, Inc., on October 1 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $1,978.27 will be released to the contractor on or after December 17, 1951. The total contract amount is $65,942.21, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTES ON CARD

12-6-51

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3494

November 15, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The state Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc. on contract No. 3484, for grading and paving on the Parkrose (99th Ave.-122nd Ave.) Section of the Columbia River Highway in Multnomah County.

This payment, in the amount of $686.93, will be made to the contractor on or after November 25, 1951. The retained percentage is $1,978.27.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 27, 1951

Section Parkrose (99th Ave. to 122nd Ave.)

Kind of work Grading and Paving

Highway Columbia River

Section prefix 26-1007

Contractor Warren Northwest Inc.

Contract number 3484

Date of contract April 12, 1951

Date of completion September 15, 1951

Date work started June 11, 1951

Estimated date of completion October 1, 1951

Amount of contract $ 67,873.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 65,853.35

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 4,800.00, 89 %

Date project was completed October 1, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to the Division office on Thursday.

NOTED
H. G. SMITH

RECEIVED
OCT 29 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed James Don
James Don, Res. Eng'r.

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.71	0.71			0.71
Miles partially completed					
Miles completed	0.71	0.71			0.71
Total estimated quantities	4536 C.Y.	4,900 C.Y.			6441 Tons
Estimated quantities moved or placed to date	4536 C.Y.	4,900 C.Y.			6441 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Rain		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

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36-1007

34[illegible]1

October 24, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 30 days, from September 15 to October 15, 1951, within which to complete your contract No. 3484 for grading and paving on the Parkrose (99th Ave.-122nd Ave.) Section of the Columbia River Highway, Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. [illegible] Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: [illegible]. G. Skelton,
Division Engineer

James Bon.
Resident Engineer

[illegible] O. Smith,
Construction Engineer

[illegible] CARD

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[illegible]

3484

October 23, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds heretofore retained by the Commission in connection with contract No. 3484, for grading and paving on the Parkrose (99th Ave.-122nd Ave.) Section of the Columbia River Highway, Multnomah County.

This payment, which is in the amount of $15,429.84, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,957.02. The present payment will be released on or after November 2, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

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11-23-51

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OCT 1951
FOR FILING

26-1007

3484

4-K

October 1, 1951

Request for extension of time
No. 13
October 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc., for an extension of time on Contract No. 3484, Parkrose (99th to 122nd Avenue) Section of the Columbia River Highway, from September 15, 1951 to October 15, 1951.

The contract was awarded on April 12, 1951, but due to the failure of telephone and power companies to remove their poles from the right of way, the contractor was unable to start his work as soon as was anticipated.

The delay was no fault of the contractor, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

lg

cc Mr. W. C. Williams
Mr. H. G. Smith

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MAY 1951
FOR FILING

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3484

May 2, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3484, for grading and paving on the Parkrose (99th Ave.-122nd Ave.) Section of the Columbia River Highway in Multnomah County, awarded April 12, 1951.

Contract No. 3498, for grading and paving on the Water St.-Commercial St. Unit, Salem (Marion Street Bridge) Section in Marion County, awarded April 13, 1951.

These copies are for your records and files.

We are also sending executed copies of the two above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

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FOR FILING

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3484

April 16, 1951

Warren Northwest, Incorporated
Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3484 for grade widening and paving on the Parkrose (99th Avenue-122d Avenue) Section of the Columbia River Highway about 1 mile east of Portland in Multnomah County. This award was based on your low bid of $67,873.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

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FORM E-30X 18M 8-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 1, 1951

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Under date of January 29th Mr. W. C. Williams wrote a memorandum to you in regard to the improvement of the Columbia River Highway between 99th and 122nd Avenue in Parkrose. Mr. Williams requested that the plans for this project be worked up for early letting, based on alternate "B", and that necessary descriptions for easements on property that would be required by use of the alternate "B" plan be submitted as soon as possible.

I am enclosing herewith Statement of Information and descriptions of the various properties on which easements are to be required between N.E. 112th and 115th Avenues, based on the alternate "B" plan. I am also enclosing map of this section on which the required easements are indicated. You will note that the top of slope is also shown on this map, and indicated in red is the section of the driveway which would have to be modified to provide a suitable approach to the property. I believe this is the information requested by Mr. Williams.

We have not marked these proposed easements in any way on the ground. It may be that Mr. Williams would like to have these marked before he discusses the matter of these easements with the Parkrose Chamber of Commerce. If this is desired, we can stake the easement line, and indicate the modifications necessary in the driveways by keel marks where this modification would start.

In accordance with Mr. Williams' letter mentioned above, we are completing our plans, based on alternate "B", and will be ready to forward the completed project by about the end of next week.

Yours very truly,

AGSkelton
A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams ✓

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6 1951
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Salem, Oregon
January 29, 1951

Mr. R. G. Smith

In a letter under date of January 15, Mr. Skelton forwarded to you a map, profiles, estimates, et cetera, for the improvement of the Columbia River Highway between 99th and 122nd Avenues in Parkrose. The data covered three alternates - "a", "b", and "c".

Please work up plans for early letting on alternate "b" and request immediate submission of necessary descriptions for easements on property that may be required by the use of alternate "b".

W. C. Williams

WCW:me

cc Mr. A. G. Skelton

FOR FILING

FORM E-30X 15M 5-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

[illegible]

SUBJECT:

To:

Mr. R. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith the following data on the 99th to 102nd Avenue section of the old Columbia River Highway through Parkrose:

1. Hard copy map of the Parkrose section of the Columbia River Highway, 99th to 102nd Avenue.

2. Profile and typical section of 99th to 102nd Avenue project.

3. Plotted cross-sections from 99th to 102nd. Avenue.

4. Special typical cross-section from [illegible] to 119th Avenue showing driveways, sidewalks, stairways, and etc.

5. Three cost estimates.
    a. Cost estimate for the widening of Sandy Boulevard from 99th to 102nd Avenue. All work in this estimate is to be done inside of existing right-of-way lines in accordance with instructions from the Highway Commission and with 11% for engineering and contingencies is estimated to cost $90,700.00.

    B. An alternate estimate showing additional quantities for grading on a 1/2-1 slope from the right-of-way line back into the individual owners property. Also in this estimate is the construction of curbs throughout this section, driveways connecting with existing driveways in the owner's yards, and replacement of the existing sidewalks throughout the section and the construction of stairways where this is necessary.

The additional cost of this work exclusive of right-of-way and including 12½% for engineering and contingencies will be $7,400.00.

C. An alternate estimate showing additional quantities for the same construction as outlines in alternate "B" with the exception that it covers the construction of a retaining wall on the right-of-way line instead of sloping back into private owner's property. This would require no right-of-way but would require reconstruction of stairways and driveways back from the right-of-way line. The additional cost for this work including 12½% for engineering and contingencies is $13,200.00.

These estimates and the additional data being forwarded were requested by Mr. W. C. Williams for presentation to the Highway Commission at their next meeting. It is my understanding that after the Highway Commission has definitely approved the method of construction a meeting is to be held with the Parkrose Chamber of Commerce and probably the interested property owners between 112th and 115th Avenue to arrive at a final construction plan.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:mjl
Encl.
cc: R. C. Broadwell
W. C. Williams ✓

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NOV 6 - 1950
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26-1007

3484

November 3, 1950

Honorable Douglas McKay
Governor of Oregon
Salem, Oregon

Dear Governor McKay:

Chas. H. Reynolds asked that I advise you of the improvements that have been made in Parkrose along the route of US30, the Columbia River Highway, just east of Portland.

Please be advised that in 1937-1938 there was $96,339 spent on the installation of storm sewers between 99th Avenue and 122d Avenue and curbs between 99th Avenue and 108th Avenue.

During 1942 there was $4,437 spent in shoulder oiling between 82d Avenue and 122d Avenue.

In 1948 there was a job let for the construction of pavement and curbs, 60-foot roadway, between 82d Avenue and 99th Avenue at a cost of $76,374.

This, of course, does not include the maintenance.

The attached excerpt from the minutes of the Commission meeting held on August 21, 1950 states that the Commission approved the recommendation of the Engineer; therefore, the Commission has approved in principle the extension of this project but has not as yet definitely committed the money.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.
cc Mr. Chas. H. Reynolds

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

October 5, 1950

Mrs. Victor E. Smith, Chairman
Garden Club Committee
Parkrose Chamber of Commerce
10524 N. E. Sandy Boulevard
Portland 20, Oregon

NOTED
W. C. WILLIAMS

Dear Mrs. Smith:

The proposed widening of Sandy Boulevard through Parkrose contemplates the widening to full street width and construction of curbs only as far east as 112th Avenue. The Highway Commission's policy is to widen to full street width and construct curbs through only the concentrated business districts of the various communities. There is very little concentrated business development east of 112th Avenue; therefore, the decision was made to end the curbing at 112th Avenue.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

See
Const
Projects
[illegible]-Portland
(Parkrose)

FOR FILING

September 29, 1950

Parkrose Chamber of Commerce
10524 N. E. Sandy Boulevard
Portland 20, Oregon

Attention Mrs. Victor Smith

Dear Mrs. Smith:

Receipt is acknowledged of your letter of September 27, 1950. The matter has been referred to the appropriate authority and will receive early attention.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

George Hester
Administrative Assistant

GCH:ko

[illegible]

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PARKROSE CHAMBER OF COMMERCE

Affiliated with Oregon Chamber of Executives
10524 N. E. Sandy Boulevard
Portland 20, Oregon
KEnwood 1706

President
LES EATON
Secretary
C. L. CURRY
Treasurer
R. A. FREEMAN
DIRECTORS
M. BOWERMAN, Chm. of Board
T. T. SWENSON
L. E. THOROUGHMAN
R. B. McLOUGHLIN
A. DAMSCHEN
R. A. HOFFMAN
R. A. FREITAG
H. H. PEARCE
E. RUDEEN

September 27, 1950

State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

Property owners facing on Sandy Blvd. out as far as 122nd Ave. are desirous of joining our program of beautifying the parking areas in front of their homes.

We have obtained several thousand bulbs, roses and evergreens for planting along Sandy Blvd, to be supplied at no cost to the property owners. We have found that where no curbs exist, this planting and beautification work cannot be intelligently carried out.

In checking with the State Hiway Committee of the Chamber of Commerce, we find that no curbs are contemplated for part of this section we have planned to beautify, and we urge you to include in your program a full width paving with curbs as far East as 122nd Ave.

Trusting that you will work with us on such a worthy project and give us a needed curbline to work by; awaiting your early reply and consideration, we are

Yours very truly

Mrs. Victor E. Smith.

Mrs. Victor E. Smith
Chairman
Garden Club Committee

Gen. files

- 1950

FOR FILING

EXCERPTS FROM THE MINUTES OF THE COMMISSION MEETING HELD AUGUST 21, 1950.

Portland, Oregon
August 21, 1950
Page 17088

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, 1st Asst. State Highway Engineer
J. M. Devers, Chief Counsel
Forrest Cooper, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
Malcolm H. Hawke, Auditor
H. B. Glaisyer, Secretary

* * * * * *

Pursuant to instructions previously given him by the Commission, the Engineer reported the cost to improve the Columbia River Highway (US30) through the community of Parkrose. He estimated such cost at $84,400, and recommended approval of the project, which consists of resurfacing the existing highway 60 feet wide between curbs from 99th to 108th Avenues; the widening of the existing 27-foot pavement to 60-foot width, with curbs, between 108th and 112th Avenues, and the widening of the existing 27-foot pavement to 48 feet, four-lane highway width, without curbs, from 112th to 122nd Avenues. The Commission approved the recommendation unanimously.

* * * * * *

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FOR FILING

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August 11, 1950

Oregon State Highway Commission

Gentlemen:

When you made your recent inspection of US30 through Parkrose, you instructed me to prepare an estimate based on the following:

1. Resurfacing existing highway for existing 60-foot width between curbs, from 99th Avenue to 108th Avenue.
2. Widening existing 27-foot pavement to 60 feet with curbs, between 108th and 112th Avenues.
3. Widening existing 27-foot pavement to 48-foot four-lane highway without curbs, from 112th to 122nd Avenues.

I have caused the necessary investigation to be made and we have determined that the cost of such improvement is $84,400.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. G. Smith

Improvements in Parkrose

1937-38 W.P.A. construction

Storm sewers, 99th to 122nd
Curbs, 99th to 108th
State funds $7.869.03 $
Fed. WPA funds 88.469.78 96,338.81

1942 State Force Minor Betterment

Oiling, 82nd-90th, 8' each side
Oiling, 90th-99th, 6' " "
Oiling, 99th-108th, 12' " "
Oiling, 108th-122nd, 6' " "
Total cost 4.437.45

1948 Contract No. 2924

82nd to 99th (1.0 mile)
Construction of pavement & curbs
60' roadway
Total cost 76,373.73

Grand total expenditure - State funds 88.680.21
Federal WPA funds 88.469.78
$ 177149.99

FORM E-30X 15M 5-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

August 7, 1950

SUBJECT: Preliminary Estimate
Widening Columbia River Highway
From 99th to 122nd Avenue

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith preliminary quantity and cost estimate to widen the Columbia River Highway (Sandy Boulevard) from 99th Avenue to 122nd Avenue as recently requested by Mr. Williams by telephone to this office.

No field work has been done in preparing this estimate but Mr. Broadwell who prepared the estimate has made a personal inspection of the project and we believe the costs as given are adequate for the purpose intended.

Very truly yours,

F. T. YOUNG
Assistant Division Engineer

FTY:rl

cc: Mr. H. C. Broadwell

Enc.

Williams

PRELIMINARY QUANTITY AND COST ESTIMATE TO WIDEN COLUMBIA RIVER HIGHWAY (SANDY BOULEVARD)

N.E. 99th Ave. to N.E. 122nd Ave.

Item	Unit	Amount	Allow.	Total	Cost	Amount
1. Clearing & Grubbing	All	—	—	All		500.00
2. Structural Exc. Unclassified	C.Y.	24	2	26	3.00	78.00
3. General Exc. Unclassified	C.Y.	3367	333	3700	1.25	4,625.00
4. Remove Catch Basins	Each	8	1	9	25.00	225.00
5. Adjust Manholes	Each	2	—	2	60.00	120.00
6. Adjust Lamp Holes	Each	4	—	4	25.00	100.00
7. Construct Concrete Catch Basin	Each	9	1	10	60.00	600.00
8. 12" Concrete Sewer Pipe	Lin. Ft.	96	4	100	2.25	225.00
9. 2-1/2"-0" Mtrl. in Base	C.Y.	2806	294	3100	2.75	8,525.00
10. 3/4"-0" Mtrl. in Shldr. & Leveling Course	C.Y.	1033	107	1140	3.00	3,420.00
11. Sprinkling	M. Gal.	61	5	66	3.00	198.00
12. RC-3 in Binder Course	Ton	12	2	14	36.00	504.00
13. 3/4"-0" Mtrl. in Binder Crs.	C.Y.	113	17	130	4.00	520.00
14. Class "A" Conc. in Curbs	C.Y.	124	16	140	60.00	8,400.00
15. Class "B" Asph. Conc. Pav't.	Ton	5878	522	6400	~~7.50~~ 7.00	48,000.00 44,800
16. Emuls. Asph. Seal Coat	Ton	30	4	34	40.00	1,360.00
17. 1/4"-0" Mtrl. in Seal Coat	C.Y.	183	17	200	4.00	800.00
~~18. Adj. & Reconstruct Driveways~~	All	—	—	All	--	~~5,500.00~~
					75,000	~~$83,700.00~~
Plus 12-1/2% Engineering & Contingencies					9400	~~10,500.00~~
Total					84,400	~~$94,200.00~~

August 7, 1950

98[illegible]

85000

$84,400

3-1

FOR FILING
COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 30, 1950

Oregon State Highway Commission

See
Count
project
[illegible]-Portland
(Parkrose)

Gentlemen

A delegation from the Parkrose Chamber of Commerce will appear before you at the next meeting relative to the widening of Sandy Boulevard between "the end of the present improvement and Troutdale."

I give you the following information relative to Sandy Boulevard through Parkrose and between Parkrose and the connection with the new Columbia River Highway one mile west of Troutdale:

Through Parkrose the existing highway between 99th Avenue and 108th Avenue has a 30-foot-wide concrete pavement with an oil surfacing extending from the pavement to the existing curbs, providing a clear width of 60 feet. The pavement was laid about 1927 and the oil surfacing in 1942. This section should be resurfaced with asphaltic concrete, and the estimated cost of such resurfacing is $25,000.

Between 108th Avenue and 122nd Avenue (the east limits of Parkrose), the existing pavement is 27 feet wide, and Parkrose has long requested a widening to full street width. The cost of widening the street to a clear width of 60 feet, which would require grading and surfacing of the widened portion as well as construction of curbs, is estimated to cost $90,000.

The cost to widen Sandy Boulevard to a four-lane highway between Parkrose and a connection with the new Columbia River Highway one mile west of Troutdale is $700,000, and the distance involved is 6.004 miles.

The first two sections discussed, through Parkrose, extending from 99th Avenue to 122nd Avenue, are quite meritorious projects, and, due to the great expansion of Parkrose, should be included in an early program. The total of these two projects is $115,000.

For the six-mile section between Parkrose and the connection with the new Columbia River Highway, the existing highway is handling traffic without congestion, with the exception of critical periods such as may occur when smelt are running in the Sandy River or in heavy scenic travel on Sundays, et cetera. The proposed construction of the Sullivan Gulch route further decreases the need of widening the existing highway to four lanes.

Summing up the above, it is my recommendation that we include the improvement through Parkrose in an early program, but that widening between Parkrose and the new Columbia River Highway be not considered in the immediate future.

The Secretary will have a map at the next meeting indicating the sections discussed above.

Very truly yours,

R. H. Baldock
State Highway Engineer

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 14, 1950

97-10½
108-122 Streets
Parkrose

Parkrose Chamber of Commerce
10524 N. E. Sandy Boulevard
Portland 20, Oregon

Attention: Mr. Cliff Curry, Secretary

Gentlemen:

In your letter of June 12, 1950, directed to the Oregon State Highway Commission, you request an audience with the Commission at its next meeting in Portland, in the interest of the widening of Sandy Boulevard.

The Highway Commission will be pleased to grant you a hearing on this subject. Its next regular meeting is scheduled to be held in Portland on Monday and Tuesday, July 10 and 11, 1950; delegations will be heard on Tuesday, July 11. I am reserving, for your convenience, fifteen minutes of time on that date, starting at 10:45 A. M., which I trust is satisfactory. The Commission holds its meeting in the Green Room, on the First Floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:amc
cc Mr. Ben R. Chandler
cc Mr. Chas. H. Reynolds
cc Mr. M. K. McIver
cc Mr. R. H. Baldock ✓
cc Mr. W. C. Williams

Mr. Williams

Will you please give me an estimate of cost for doing this work.

August 9th, 1949

PRELIMINARY ESTIMATE

Widening Sandy Blvd., 99 Ave. - 122 Ave.

Item	Unit	Quantity	Allowance	Total	Unit Price	Cost
Excavation	Cu. Yds.	4,457	446	4,903	$ 1.25	$ 6,129
Const. P. C. C. Curb	Cu. Yds.	240	30	270	50.00	13,500
Asphaltic Concrete	Tons	7,487	743	8,230	7.50	61,725
3" - 0" Base Rock	Cu. Yds.	3,778	379	4,157	2.75	11,432
3/4" - 0" Leveling Rock	Cu. Yds.	468	47	515	3.00	1,545
Remove Catch Basins	Each	8		8	25.00	200
Const. Catch Basins	Each	14		14	60.00	1,840
8" Conc. Pipe	Lin.Ft.	875	85	960	1.50	1,440
Adjust Manholes	Each	3		3	60.00	180
						96,991
			Engr. & Cont.			9,709
						106,700
Reconstruct Driveways, Steps, etc.					7,000.00	
			Engr. & Cont.		700.00	
					7,700.00	7,700
						$114,400

Resurface Sta 52+70 - Sta 77+00 3" A.C. 24,100

$ 90,300

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...IELD, CHAIRMAN
CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 29, 1949

Cliff Curry, Secretary
Parkrose Chamber of Commerce
Portland 20, Oregon

NOTED
State Highway Engineer

Dear Mr. Curry:

Confirming our telephone conversation of a few moments ago, the State Highway Commission will be pleased to grant your group a hearing at its meeting on Tuesday of next week, August 2, 1949, to present your request for the widening of Sandy Boulevard between the end of the present improvement and Troutdale.

I am reserving fifteen minutes' time for your convenience, starting at 11:30 a.m. The meeting will be held in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

HBG

Secretary,
OREGON STATE HIGHWAY COMMISSION

HBG:fm

cc: R. H. Baldock
W. C. Williams

27-33.3 Hebo Rock Evaluation Project on [illegible]
the Oregon Coast and Three Rivers
Highways near Hebo
3.37

RECEIVED
52
FOR FILING

29-5303

[illegible]

OREGON STATE HIGHWAY COMMISSI

(date)
October 23, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3485	3 & 4 Final	A. H. Saxton & Sons

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18181	R-26530	$ 1,189.49	October 22, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions: None

Completion Date: Aug. 8, 1951

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-4-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

2-5-52

RECEIVED
[illegible] 21 1951
FOR FILING

29-8323

3455

September 21, 1951

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3485 for rock production on the Hebo Section of the Oregon Coast and Three Rivers Highways in Tillamook County was completed by the contractor, A. H. Saxton & Sons, on August 8, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,189.49 will be made to the contractor after acceptance by the Commission. The total contract amount is $32,811.49, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

Portland Branch Office

[illegible]

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 25, 1951

Section Hebo Rock Production

Kind of work Rock Production

Highway Oregon Coast & Three Rivers

Section prefix 29-8303

Contractor A. H. Saxton & Sons

Contract number 3485

Date of contract April 12, 1951

Date of completion August 31, 1951

Date work started May 15, 1951

Estimated date of completion August 8, 1951

Amount of contract $32,600

Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering $32,811.49

Per cent of contract completed, based on total contract price . . . . 100.6 %

Engineering cost to date $2,550, 7.82 %

Date project was completed August 8, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor dismantling crushing plant.

Semi-final estimate completed and submitted Saturday August 25.

NOTED
H.G. SMITH

RECEIVED
AUG 27 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
AUG 27 1951
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
B. A. MARTIN

Signed Arthur Duff

Address Box 169 Tillamook, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,000 cy		
Estimated quantities moved or placed to date			10,414 cy		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	fair		
Friday	fair		
Saturday	fair		

State Printing Dept. [illegible]

RECEIVED
FOR FILING

29-8303

3485

August 22, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to A. H. Saxton & Sons a portion of the funds that heretofore have been retained by the Commission in connection with contract No. 3485, covering rock production on the Hebo Section of the Oregon Coast and Three Rivers Highways in Tillamook County. This payment, which is in the amount of $16,957.00 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $978. The present payment will be released on or after September 1, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Portland Branch Office

Durham & Bates
901 S. W. Wahsington
Portland 5, Oregon

NOTED ON CARD

RECEIVED
1951
FOR FILING

27-8203

3485

May 16, 1951

A. H. Saxton & Sons
P. O. Box 267
Seaside, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3485, which was awarded to you on April 12, 1951 by the State Highway Commission, for rock production on the Hebo Section of the Oregon Coast and Three Rivers Highways in Tillamook County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
APR 17 1951
FOR FILING

33-7303

3485

April 16, 1951

A. H. Saxton and Sons
Box 267
Seaside, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3485 for the Hebo Rock Production Project on the Oregon Coast and Three Rivers Highways near Hebo in Tillamook County. This award was based on your low bid of $32,600 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

15-4210 [illegible] Junction–[illegible]
[illegible] Junction–[illegible]
[illegible] & Stanfield–[illegible]
Secondary Highways (near [illegible]
83.26 [illegible]

RECEIVED
NOV 1951
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

Nov. 16, 1951

(CONTRACT NO.) 3486	(EST. NO.)	(CONTRACTOR)
3486	3-final	Bahler Bros. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19714	R-28096	$ 1,224.91	Nov. 15, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. R. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions: None

Completion Date: Aug. 31, 1951

Date Accepted: Sep. 12, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-19-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. R. Wicklander

NOTED ON CARD

RECEIVED
NOV
FOR FILING

[illegible]

3486

October 31, 1951

Peerless Casualty Co.
Rathbone, King & Seeley
310 S.W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3486 covering reoiling on the Boardman Junction-Echo Junction and Echo-Rieth Sections of the Hermiston and Stanfield-Pendleton Highways in Umatilla County was completed by the contractor, Babler Brothers, Inc., on August 31 and was formally accepted by the Highway Commission on September 12, 1951.

Final payment in the amount of $1,224.91 will be released to the contractor on or after November 10, 1951. The total contract amount is $40,830.35, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

[illegible]

RECEIVED
NOV [illegible] 1951
FOR FILING

130-4213

3486

October 17, 1951

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler Bros.,Inc. on contract No. 3486, for oiling on the Boardman Junction-Echo Junction and Echo-Rieth Sections of the Hermiston and Stanfield-Pendleton Highway in Umatilla County.

This payment, in the amount of $600.19, will be made to the contractor on or after October 27, 1951. The retained percentage is $1,224.91.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

[illegible]

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report #6

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 1, 1951

Section Echo-Rieth

Kind of work Re-oiling

Highway Stanfield-Pendleton

Section prefix 130-4213

Contractor Babler Bros.

Contract number 3486

Date of contract April 12, 1951

Date of completion August 31, 1951

Date work started July 9, 1951

Estimated date of completion Aug. 31, 1951

Amount of contract $ 42,207.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 44,315.32

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1083.24, 31.9 %

Date project was completed August 31, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished oiling August 29th. and completed August 31st.

The last day of oiling was fairly cool but the job looks OK. There is some loose 1/2" rock particularily on curves but the most of the rock held quite well.

NOTED
W. [illegible]

NOTED
H. G. SMITH

RECEIVED
SEP 4 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed W. S. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	~~GRADING~~ Oil Rock	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				27.07	
Miles partially completed				27.07	
Miles completed				27.07	
Total estimated quantities	4698			4698	
Estimated quantities moved or placed to date	4698			4698 [illegible]	
Average daily quantities				940	
Average daily quantities necessary to complete project on time				0	
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				21	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1....., Power graders ......1..., Rollers .....1...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks .....11....., . Distributor....., 1 . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair-hazy		
Monday	Fair-hazy		
Tuesday	Overcast		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Pt. Fair		
Saturday	Fair		

RECEIVED
MAY 4 1951
FOR FILING

120-4212

348

May 4, 1951

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts awarded to you by the State Highway Commission on April 12, 1951, as follows:

> Contract No. 3486, for reoiling on the Boardman Jct.-Echo Jct. and Echo-Rieth Sections of the Hermiston and Stanfield-Pendleton Highways in Umatilla County.
>
> Contract No. 3489, for reoiling on the Wallowa-Lostine Section of the Wallowa Lake Highway, Wallowa County.

Executed copies of the above contracts will also be sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
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RECEIVED
APR 17 1951
FOR FILING

3486

April 16, 1951

Babler Brothers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3486 for re-oiling of the Boardman Junction-Echo and Echo Junction-Reith Sections of the Hermiston and Stanfield-Pendleton Secondary Highways near Stanfield and Echo in Umatilla County. This award was based on your low bid of $42,407 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

30-3403 Maintenance Building at eacham [illegible]
[illegible]

RECEIVED
FOR FILING

[illegible]

3487

April 16, 1953

Bechtel Brothers
Elgin
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 8, 1953, had under discussion your request for an extension of time of 531 days from August 31, 1951 to February 13, 1953, within which to complete your contract No. 3487 for Meacham Maintenance Building extension, Umatilla County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

W. D. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: A. F. Parson,
Division Engineer

R. W. Ellison,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
4-16-53

[illegible]

30 - 3465

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 14, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3487	5-final	BECHTEL BROS.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
6485	R-64153	$673.75	April 14, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions: Extended to Feb. 13, 1953

Completion Date: Feb. 1, 1953

Date Accepted: April 8, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-15-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query
~~H. B. Glaisyer~~
Acting Secretary

Warrant Mailed: APR 16 1953
A. A. Wicklander

POSTED ON CARD
[illegible]

RECEIVED
FOR FILING

[illegible]

3079

March 26, 1953

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

State Highway Contract No. 3487 covering extension to maintenance building at Meacham, Umatilla County, was completed by the contractor, Bechtel Brothers, on February 1, 1953 but has not as yet been accepted by the Commission.

Final payment in the amount of $673.75 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $5,487.94, of which amount $52.74 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc:

NOTED ON CARD

3-26-53 gX

RECEIVED
53
FOR FILING

3-3428

3487

March 9, 1953

State Highway Commission

Request for extension of time
No. 4
April 8 and 9 meeting

Gentlemen:

Re: Meacham Maintenance Building
Bechtel Brothers, Contractor
Contract 3487

Herewith a request from Bechtel Brothers, contractor for the Meacham maintenance building, for an extension of time from the specified completion date of August 31, 1951 to and including February 13, 1953, in which to complete the work.

The structure has been occupied by our forces since last fall. The delay in acceptance has been due to poor adjustments on the overhead doors which required some work by the manufacturer of these doors. This has not interfered with our use of the project. The adjustments have been made, and it is recommended that the extension be granted without penalty to the contractor. This is a State Project and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

GSP:gm

RECEIVED
FOR FILING
30-3408

3487

May 29, 1951

Bechtel Brothers
Elgin
Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on April 12, 1951 by the State Highway Commission, as follows:

Contract No. 3487, covering maintenance building extension at Meacham, in Umatilla County.

Contract No. 3488, covering construction of maintenance building at Flora, Wallowa County.

We are also sending executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
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RECEIVED
APR 17 1951
FOR FILING

30-3404

3487

April 16, 1951

Bechtel Brothers
Elgin, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3487 for constructing the maintenance building at Meacham in Umatilla County. This award was based on your low bid of $5,418 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

RECEIVED
JAN 30 1951
FOR FILING

30-3408

3487

Salem, Oregon
January 25, 1951

Mr. I. A. De France

On January 23 the Highway Commission approved an increase in the authorization for the construction of an equipment storage building at Meacham, Oregon, for the total amount of $8,140.

The overrun in excess of the original authorization for $6,000 is to be adjusted within the limits of our 1951 budget.

W. W. Stiffler

WWS:er

cc: G. S. Paxson

RECEIVED
JAN 19 1951
FOR FILING

30-341

3487

January 17, 1951

Oregon State Highway Commission

Gentlemen:

Included in our 1951 budget under the major classification of "capital outlays" and the subclassification of "proposed improvements at maintenance stations" is the amount of $6,000 as the estimated cost for the extension of the Meacham equipment storage building, which estimate was made before the design was started.

We now have a design prepared by Mr. Paxson, the Bridge Engineer, with the extension to consist of a masonry block building 32'x41'4" with a metal roof. The estimated cost of the building is $7,425, to which should be added the estimated cost of state force work, consisting of grading, surfacing, and fencing, in the amount of $715, making a total of $8,140.

Authority is requested to advertise and proceed with the construction as a contract project, and the overrun, if any, can be balanced within the limits of the existing budget by the reduction or postponement of some other units.

This item will be on the agenda for the next meeting.

Very truly yours.

R. H. Baldock
State Highway Engineer

WWS:ar hi
cc W. C. Williams
W. W. Stiffler
M. H. Hawke

FORM E-30X 15M 5-49 31906

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1951

SUBJECT: Meacham Maintenance Building Extension (Job No. 1163)

To:

Mr. E. A. Collier
Maintenance Engineer
State Highway Department
Office

Dear Sir:

We estimate the cost of a 32' x 41'-4" concrete block building with aluminum roof and gravel floor to be $6,600. This does not include the cost of surfacing or grading.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

cc W. W. Stiffler

MMS File

FORM E-30 25M 9-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1951

SUBJECT: Extension to Meacham Maintenance Building

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith copy of Bridge Department Drawing 9789 showing the proposed extension to the Meacham Maintenance Station.

Mr. Paxson's estimate of cost for this building is $7425, including engineering and contingencies. Mr. Chidsey's estimate of cost for grading, surfacing and fencing is $715.00, including 10 percent for contingencies, making a total of $8140.

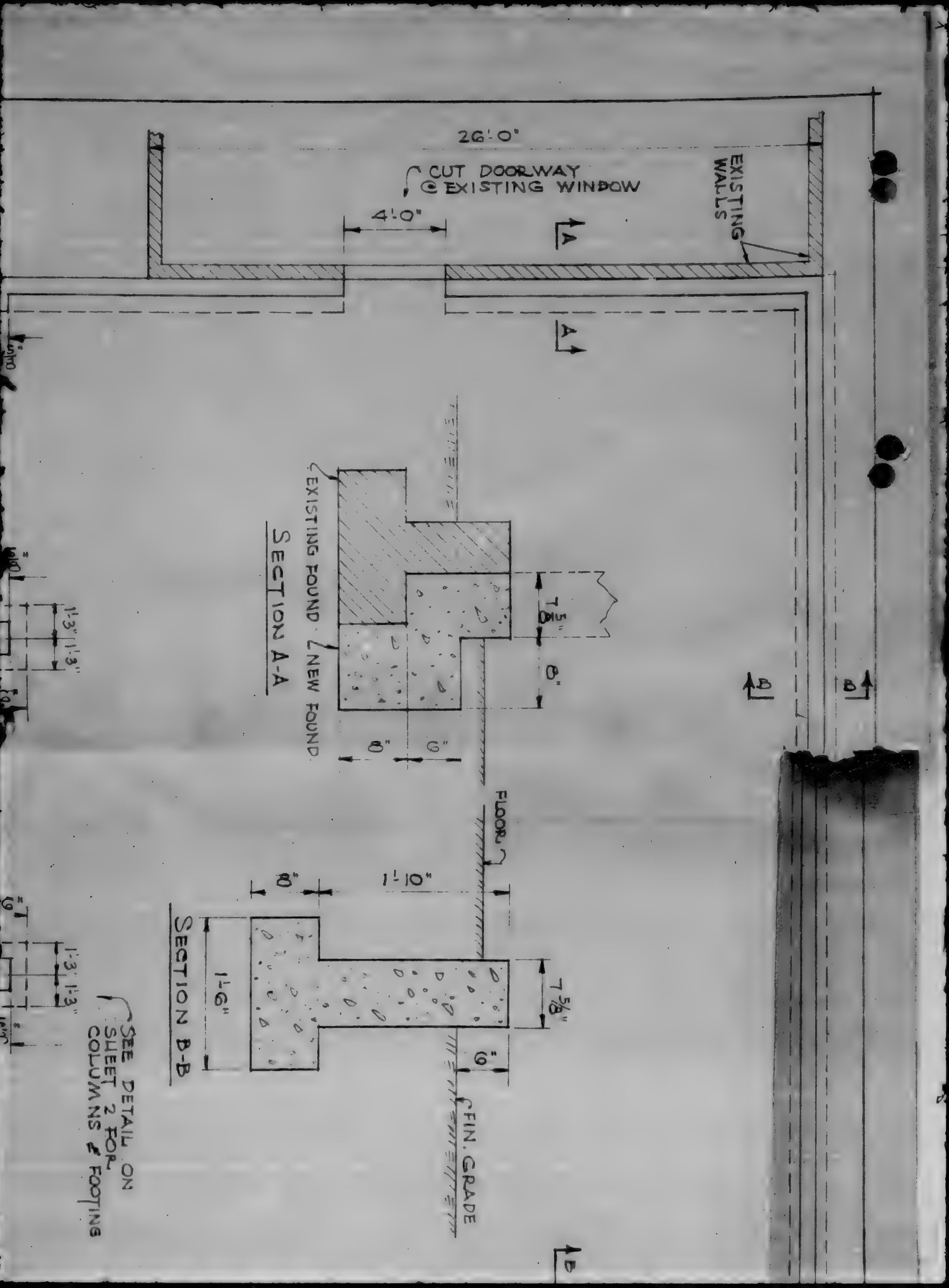
The proposed building will provide three standard fireproof storage bays of fireproof construction to supplement the facilities afforded by our present building. This item is in the 1951 budget with a preliminary estimate of cost of $6,000. We request authority to proceed with the construction by contract, the overrun in the estimated cost to be covered by adjustments in the overall building budget for the year.

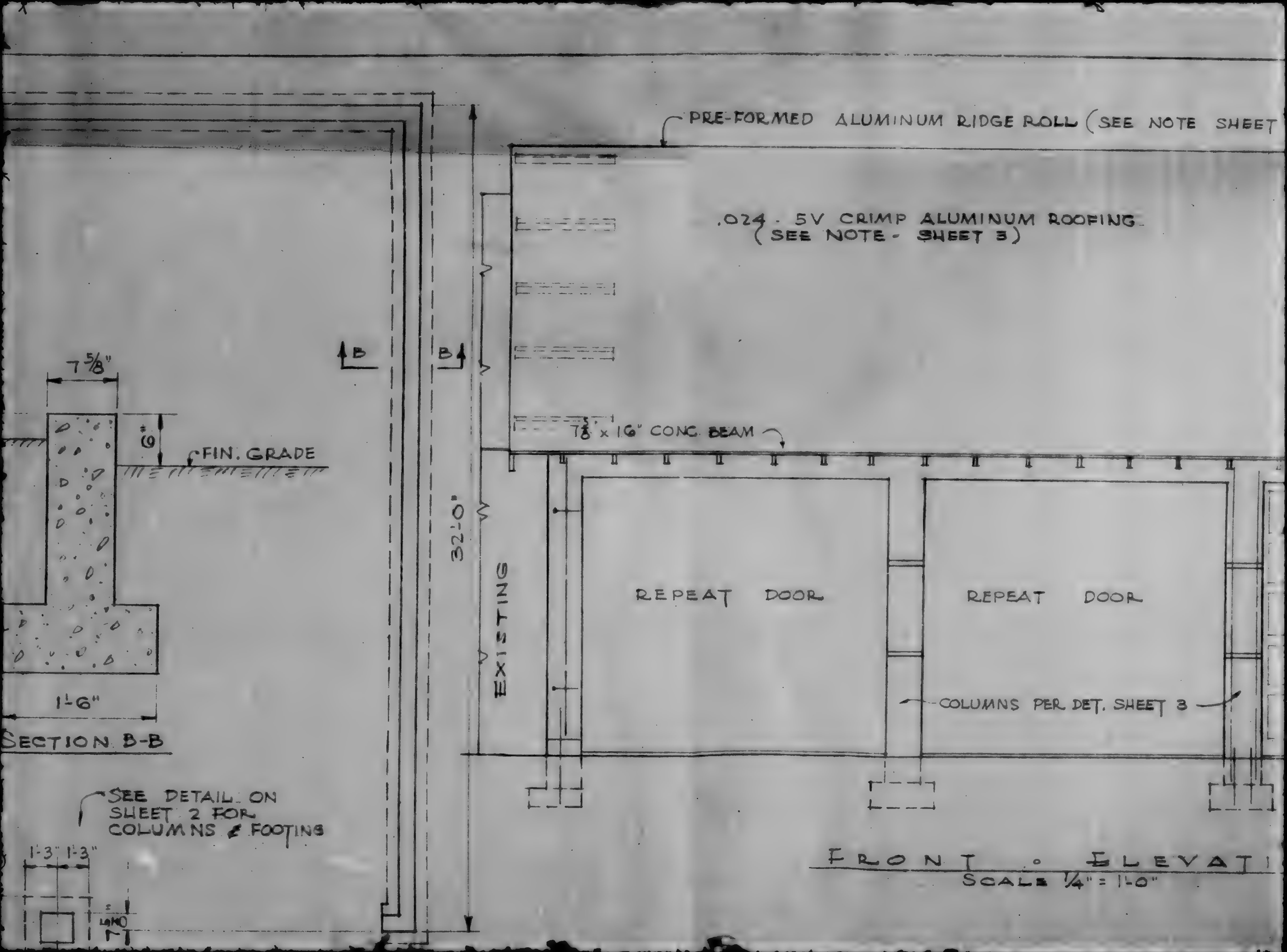
Very truly yours,

IADeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encl.

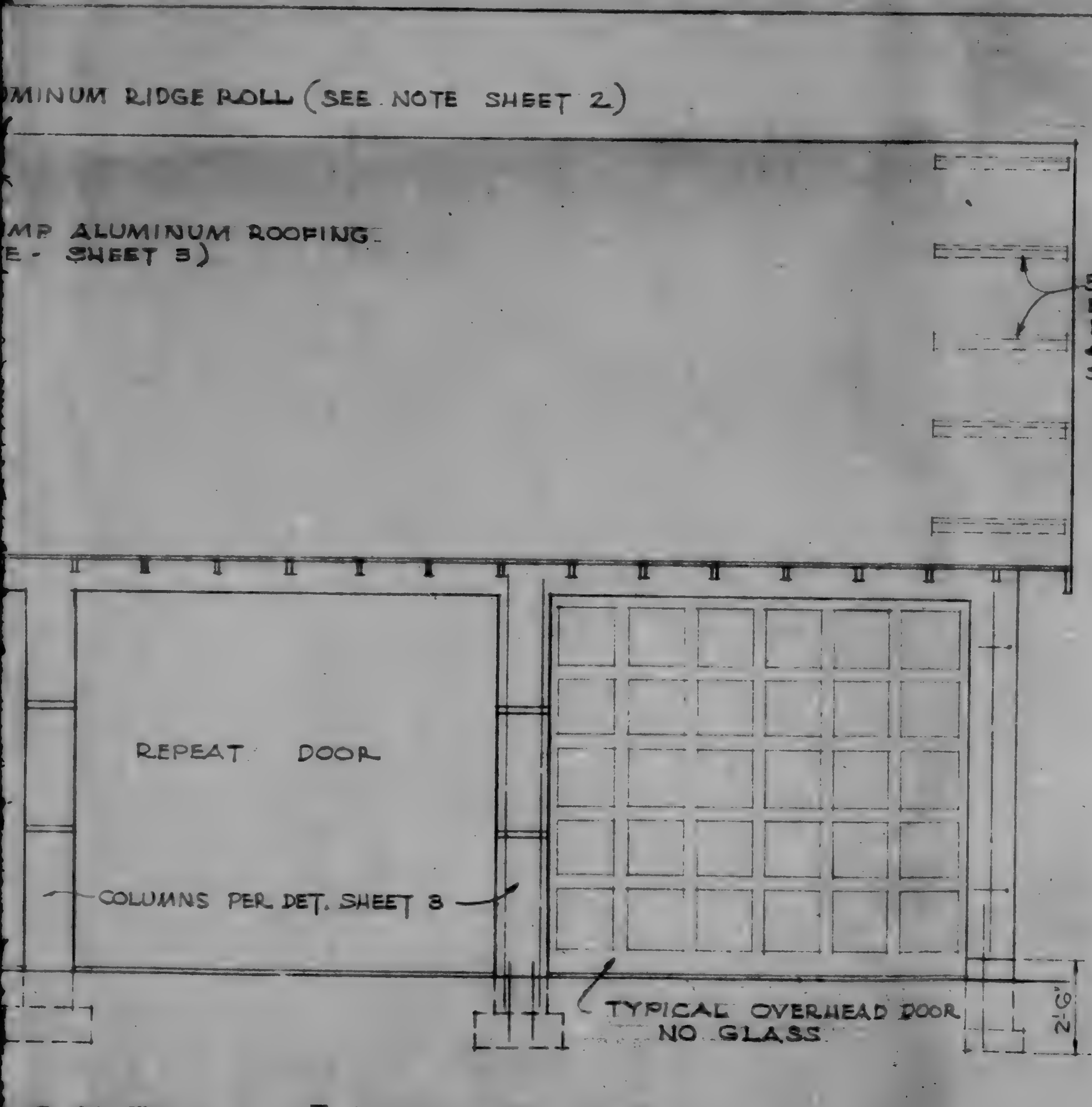

26'-0"
CUT DOORWAY @ EXISTING WINDOW
4'-0"
EXISTING WALLS
A
A
EXISTING FOUND
NEW FOUND
SECTION A-A
7 5/8"
8"
8"
6"
FLOOR
B
B
8"
1'-10"
SECTION B-B
1'-6"
7 5/8"
6"
FIN. GRADE
SEE DETAIL ON SHEET 2 FOR COLUMNS & FOOTING
1'-3"
1'-3"
1'-3"
1'-3"
6"
B


PRE-FORMED ALUMINUM RIDGE ROLL (SEE NOTE SHEET
.024 - 5V CRIMP ALUMINUM ROOFING
(SEE NOTE - SHEET 3)
7⅝" x 16" CONC. BEAM
REPEAT DOOR
REPEAT DOOR
COLUMNS PER DET. SHEET 3
EXISTING
32'-0"
B
B
7⅝"
6"
FIN. GRADE
1'-6"
SEE DETAIL ON
SHEET 2 FOR
COLUMNS & FOOTING
1'-3"
1'-3"

SECTION B-B

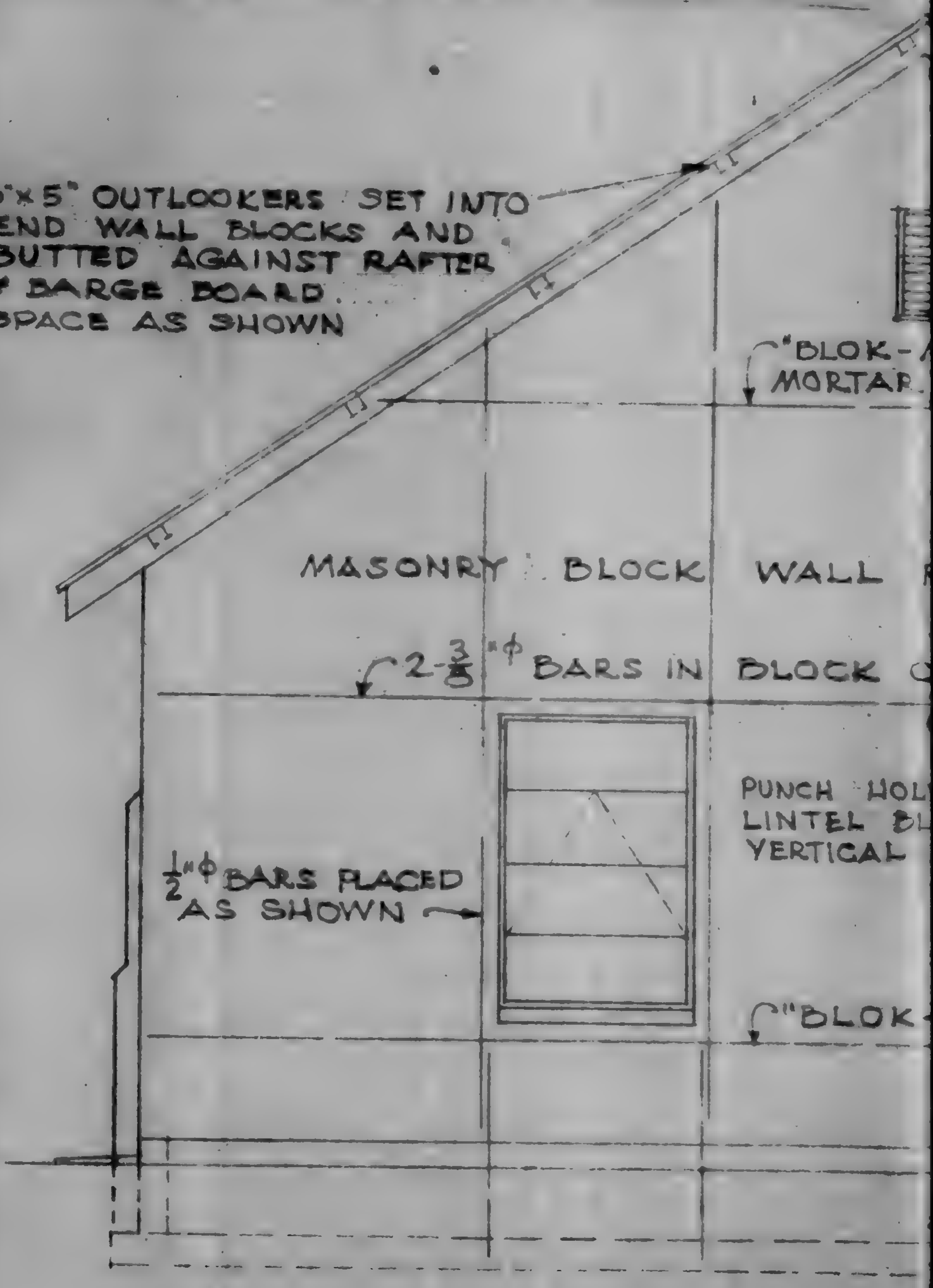
FRONT ∘ ELEVATI

SCALE ¼" = 1'-0"


MINUM RIDGE ROLL (SEE NOTE SHEET 2)
MP ALUMINUM ROOFING
E - SHEET 5)
5"x5" OUTLOOKERS SET INTO END WALL BLOCKS AND BUTTED AGAINST RAFTER & BARGE BOARD. SPACE AS SHOWN
REPEAT DOOR
COLUMNS PER DET. SHEET 8
TYPICAL OVERHEAD DOOR NO GLASS
2'-6"

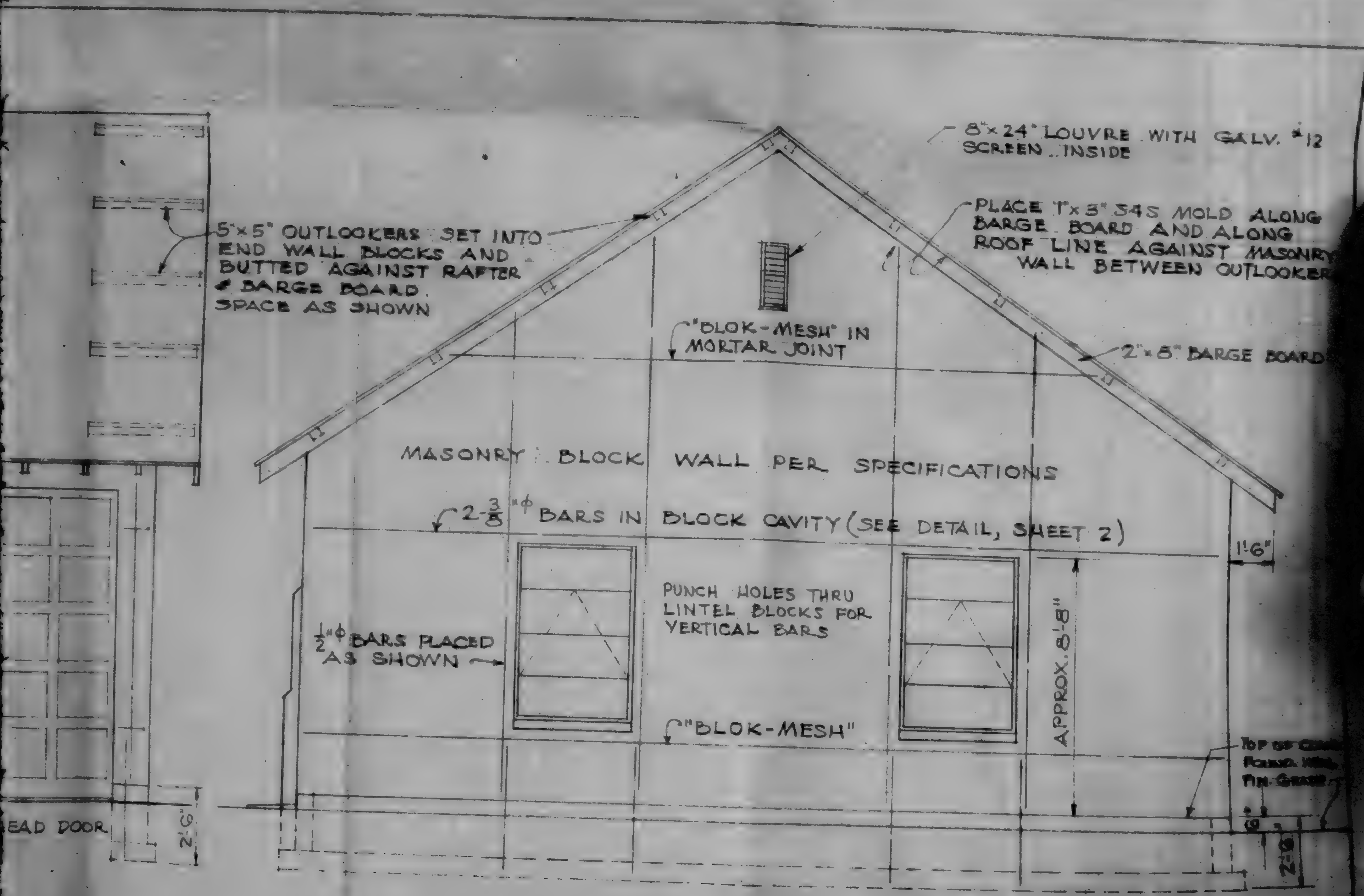
ONT ° ELEVATION

SCALE 1/4" = 1'-0"


"BLOK-
MORTAR
MASONRY BLOCK WALL
2-3/8"ϕ BARS IN BLOCK C
PUNCH HOL
LINTEL B
VERTICAL
1/2"ϕ BARS PLACED AS SHOWN
"BLOK-

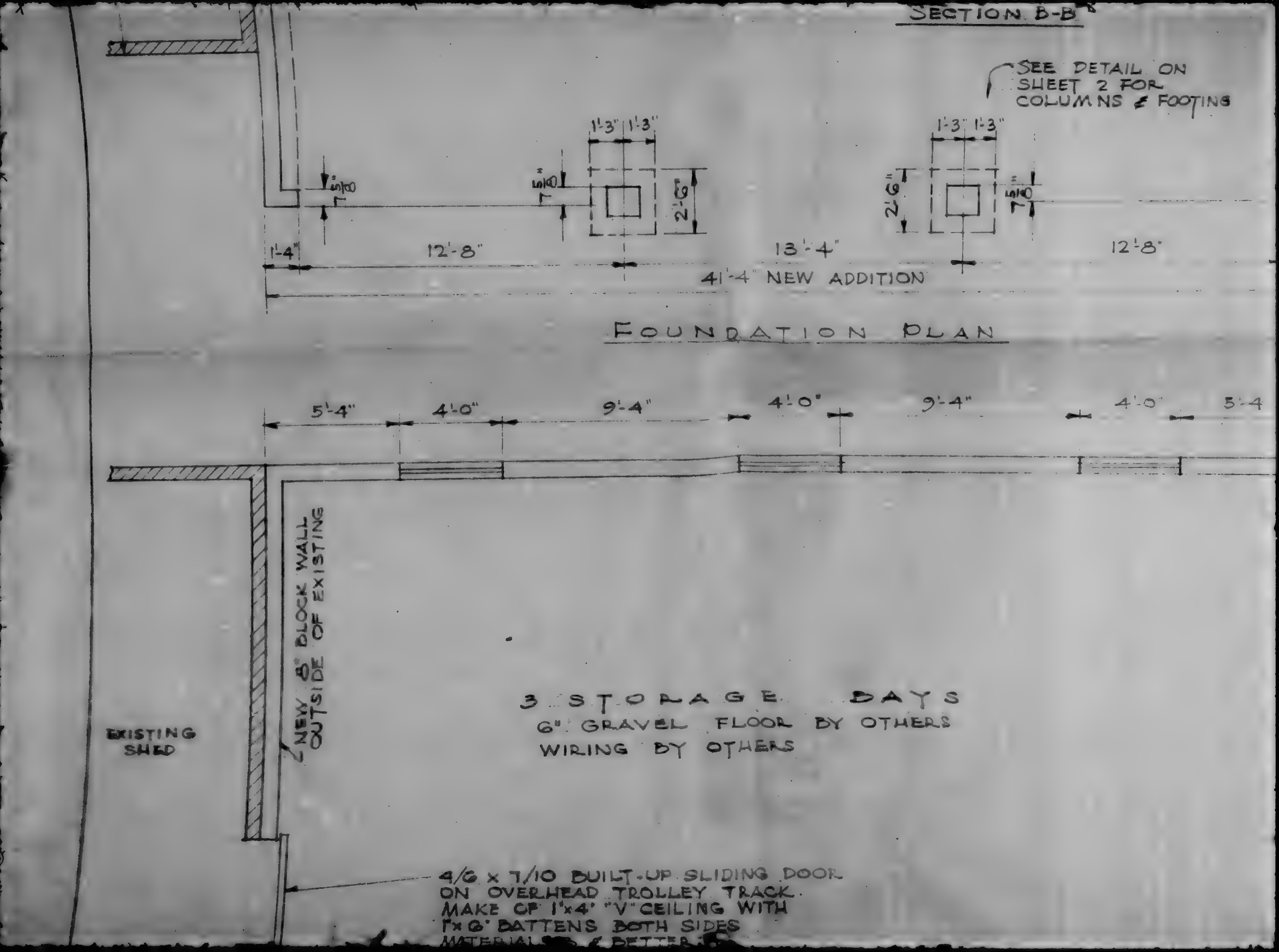
END · E

SCALE


5"×5" OUTLOOKERS SET INTO END WALL BLOCKS AND BUTTED AGAINST RAFTER & BARGE BOARD. SPACE AS SHOWN
8"×24" LOUVRE WITH GALV. #12 SCREEN INSIDE
PLACE 1"×3" S4S MOLD ALONG BARGE BOARD AND ALONG ROOF LINE AGAINST MASONRY WALL BETWEEN OUTLOOKER
"BLOK-MESH" IN MORTAR JOINT
2"×8" BARGE BOARD
MASONRY BLOCK WALL PER SPECIFICATIONS
2-3/8"φ BARS IN BLOCK CAVITY (SEE DETAIL, SHEET 2)
1'6"
PUNCH HOLES THRU LINTEL BLOCKS FOR VERTICAL BARS
1/2"φ BARS PLACED AS SHOWN
APPROX. 8'-8"
"BLOK-MESH"
TOP OF CONC FOUND. WALL FIN. GRADE
EAD DOOR
2'-6"
2'-0"

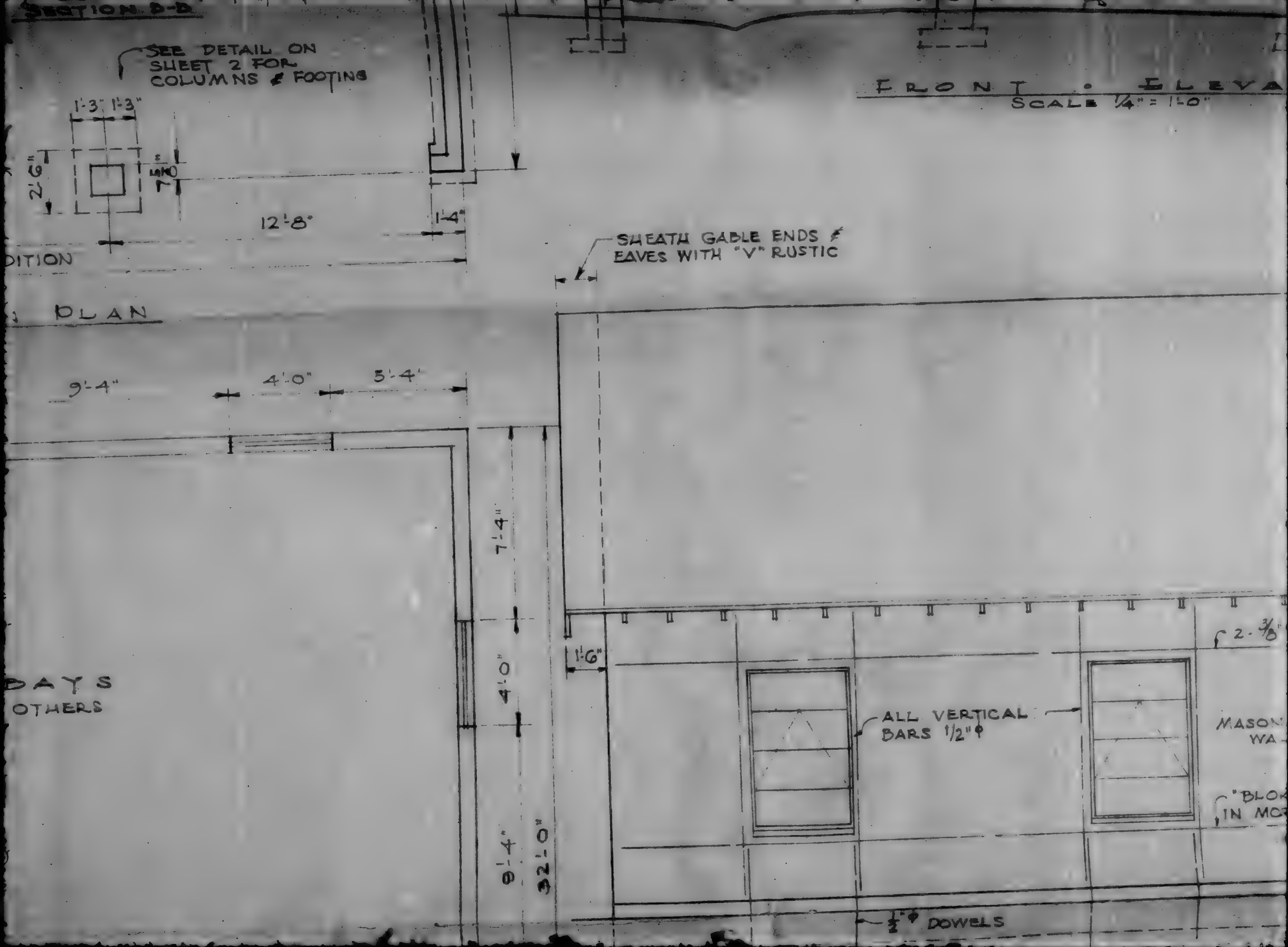
END · ELEVATION

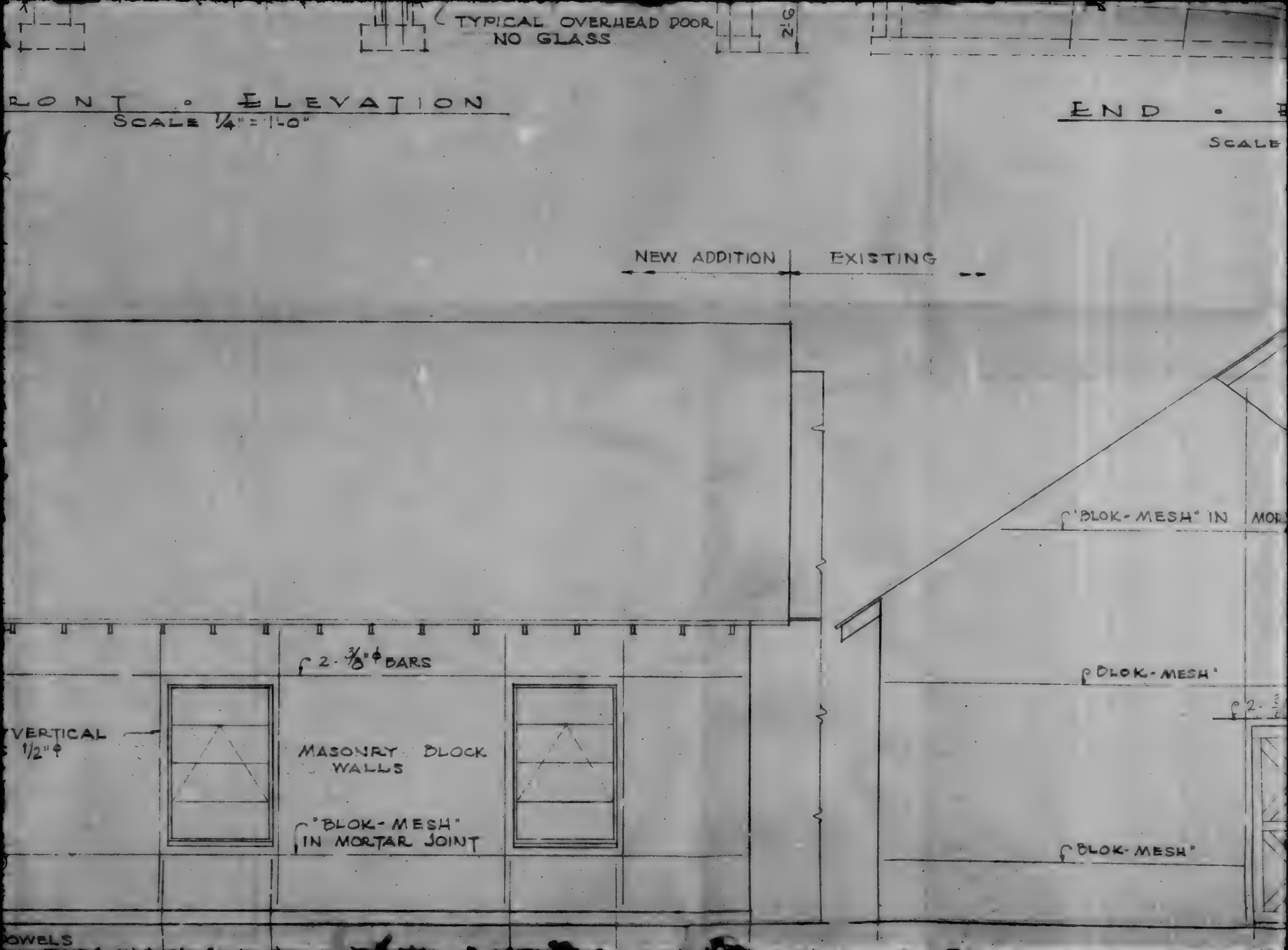
SCALE 1/4" = 1'0"



FOUNDATION PLAN

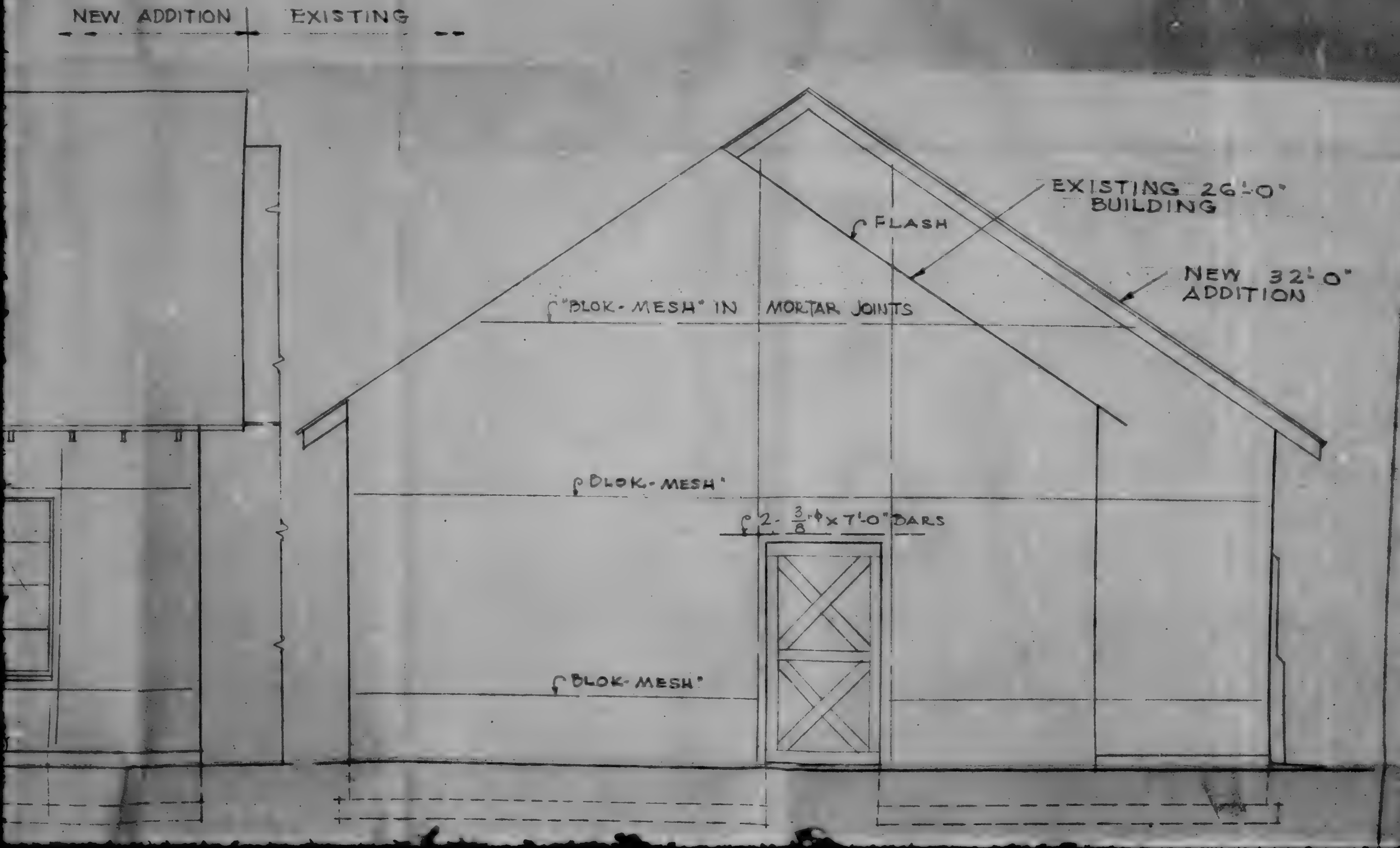
SECTION B-B
SEE DETAIL ON SHEET 2 FOR COLUMNS & FOOTING
1'-3"
1'-3"
1'-3"
1'-3"
2'-6"
2'-6"
1'-4"
12'-8"
13'-4"
12'-8"
41'-4" NEW ADDITION
5'-4"
4'-0"
9'-4"
4'-0"
9'-4"
4'-0"
5'-4
NEW 8" BLOCK WALL OUTSIDE OF EXISTING
EXISTING SHED
3 STORAGE BAYS
6" GRAVEL FLOOR BY OTHERS
WIRING BY OTHERS
4/6 x 7/10 BUILT-UP SLIDING DOOR
ON OVERHEAD TROLLEY TRACK.
MAKE OF 1"x4" "V" CEILING WITH
1"x 6" BATTENS BOTH SIDES
MATERIAL [illegible] & BETTER

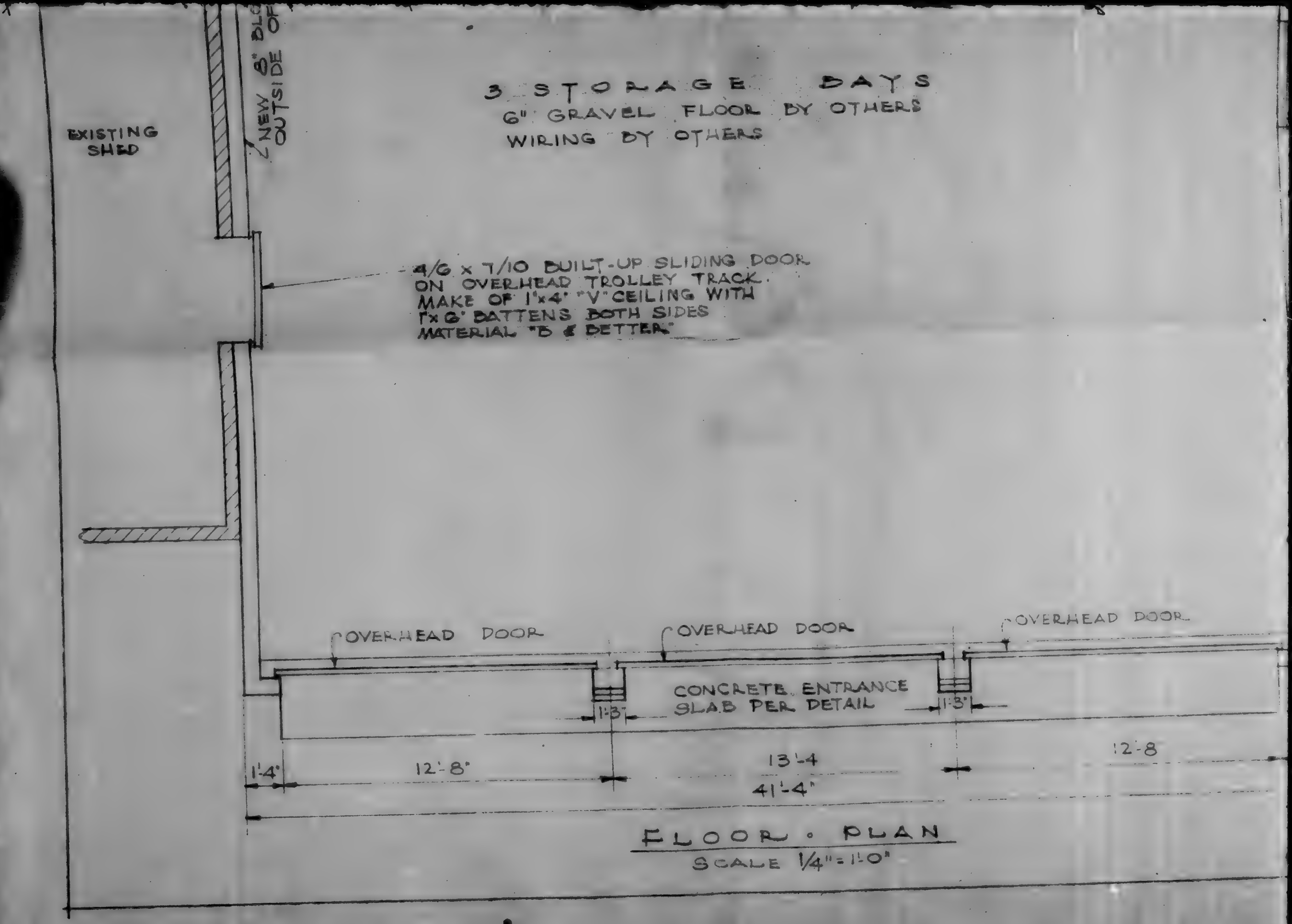

SECTION B-B
SEE DETAIL ON SHEET 2 FOR COLUMNS & FOOTING
1'-3" 1'-3"
2'-6"
12'-8"
1'-4"
DITION
SHEATH GABLE ENDS & EAVES WITH "V" RUSTIC
FRONT • ELEVA
SCALE 1/4" = 1'-0"
PLAN
9'-4"
4'-0"
5'-4"
7'-4"
4'-0"
9'-4"
32'-0"
1'-6"
2-3/8"
BAYS
OTHERS
ALL VERTICAL BARS 1/2"φ
MASON
WA
"BLOK
IN MOR
1/2"φ DOWELS


TYPICAL OVERHEAD DOOR
NO GLASS
2'-6
RONT • ELEVATION
SCALE 1/4" = 1'-0"
END • E
SCALE
NEW ADDITION
EXISTING
2 - 3/8" φ BARS
VERTICAL
1/2" φ
MASONRY BLOCK
WALLS
"BLOK-MESH"
IN MORTAR JOINT
OWELS
"BLOK-MESH" IN MOR
"BLOK-MESH"
2 -
"BLOK-MESH"

END · ELEVATION

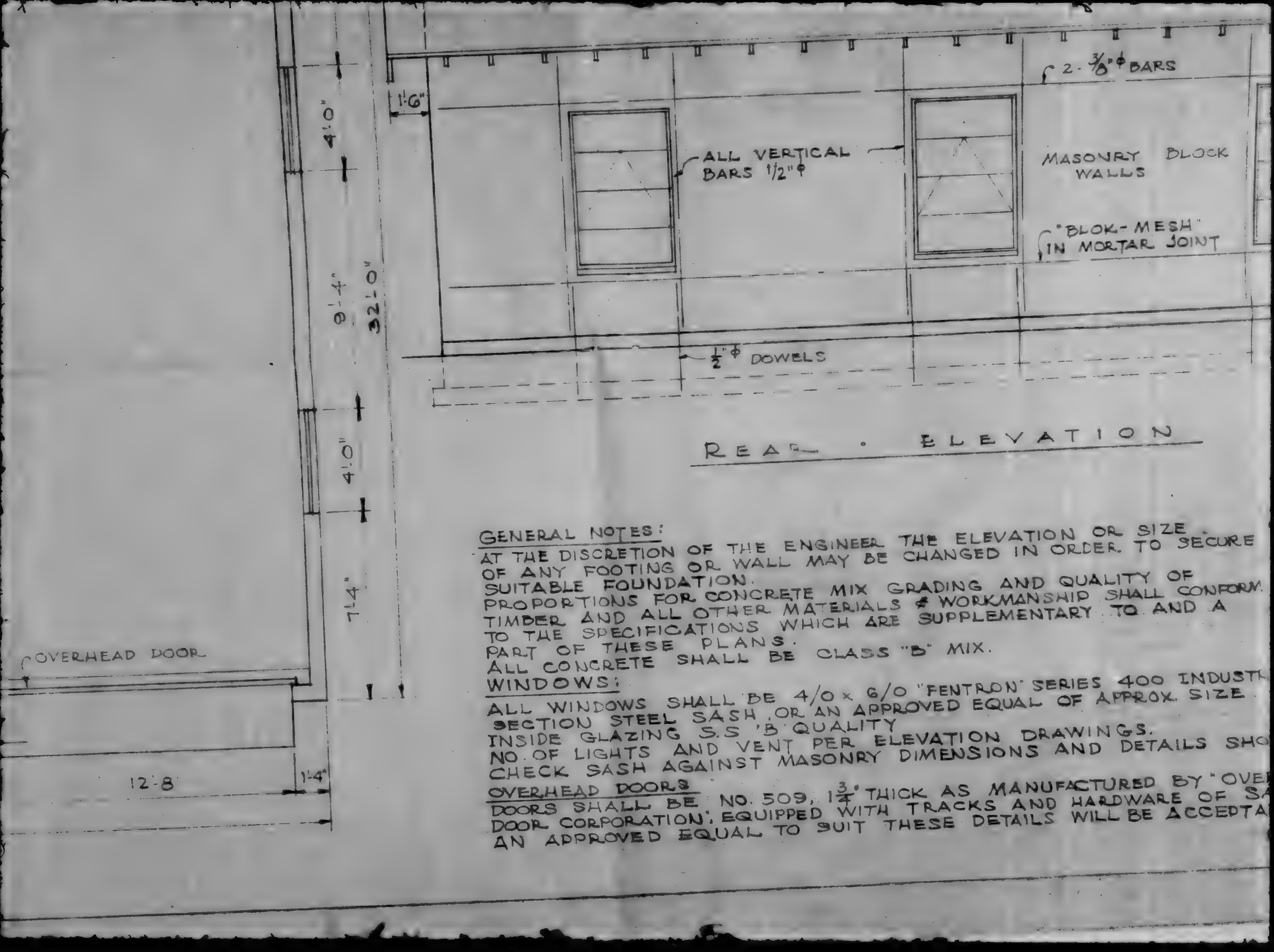
SCALE 1/4" = 1'-0"


NEW ADDITION
EXISTING
EXISTING 26'-0" BUILDING
FLASH
NEW 32'-0" ADDITION
"BLOK-MESH" IN MORTAR JOINTS
"BLOK-MESH"
2-3/8"φ x 7'-0" BARS
"BLOK-MESH"


3 STORAGE BAYS
6" GRAVEL FLOOR BY OTHERS
WIRING BY OTHERS
EXISTING SHED
NEW 8" BL
OUTSIDE OF
4/6 x 7/10 BUILT-UP SLIDING DOOR ON OVERHEAD TROLLEY TRACK. MAKE OF 1"x4" "V" CEILING WITH 1"x6" BATTENS BOTH SIDES MATERIAL "B & BETTER"
OVERHEAD DOOR
OVERHEAD DOOR
OVERHEAD DOOR
CONCRETE ENTRANCE SLAB PER DETAIL
1'-3"
1'-3"
1'-4"
12'-8"
13'-4
12'-8
41'-4"

FLOOR · PLAN

SCALE 1/4" = 1'-0"

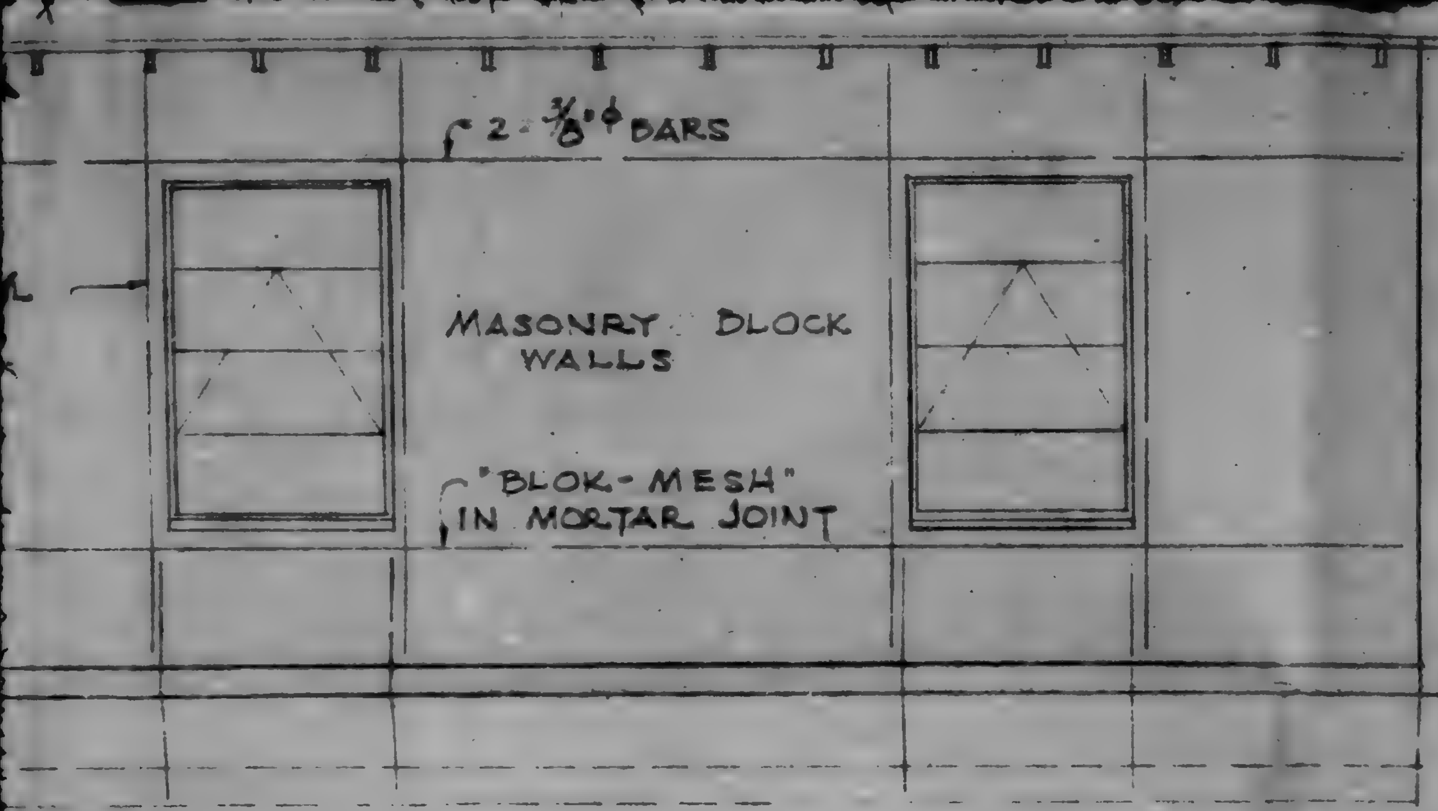

2 - 3/8" ϕ BARS
1'-6"
4'-0"
ALL VERTICAL BARS 1/2" ϕ
MASONRY BLOCK WALLS
"BLOK-MESH" IN MORTAR JOINT
9'-4"
32'-0"
1/2" ϕ DOWELS
4'-0"
7'-4"
OVERHEAD DOOR
12'-8
1'-4"

REAR · ELEVATION

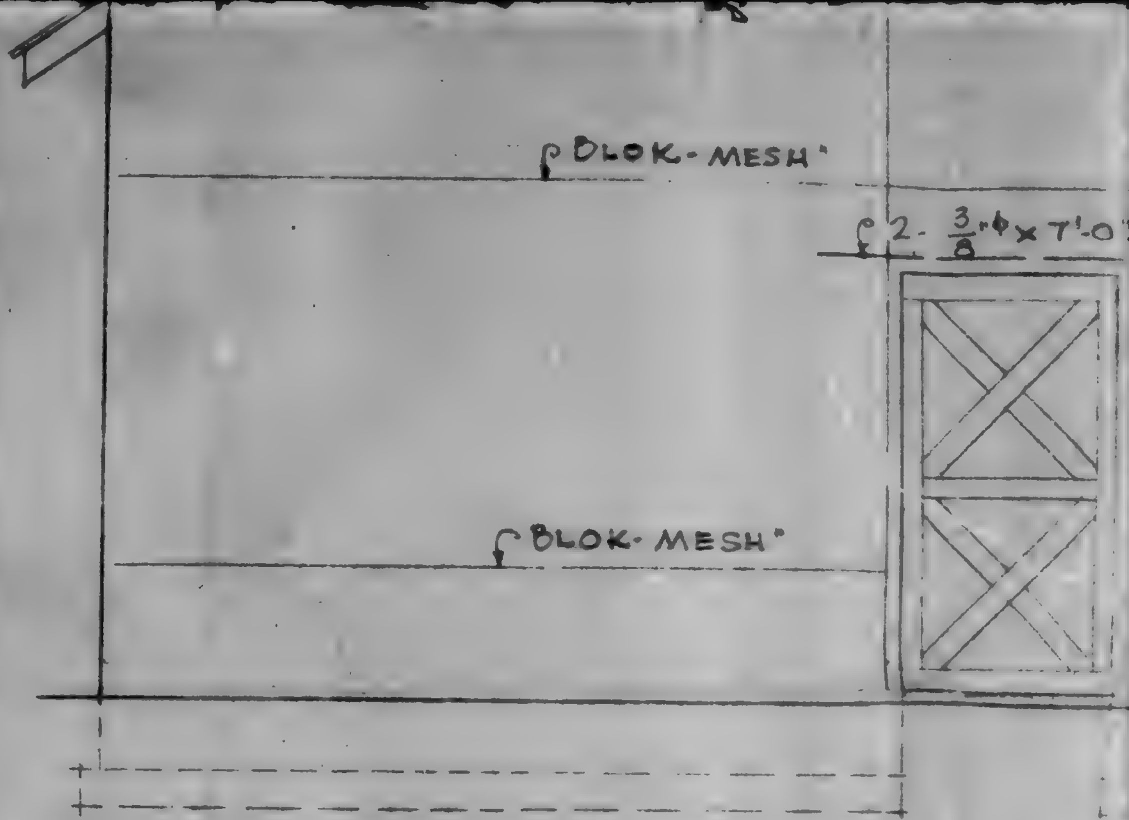
GENERAL NOTES:
AT THE DISCRETION OF THE ENGINEER THE ELEVATION OR SIZE
OF ANY FOOTING OR WALL MAY BE CHANGED IN ORDER TO SECURE
SUITABLE FOUNDATION.
PROPORTIONS FOR CONCRETE MIX GRADING AND QUALITY OF
TIMBER AND ALL OTHER MATERIALS & WORKMANSHIP SHALL CONFORM
TO THE SPECIFICATIONS WHICH ARE SUPPLEMENTARY TO AND A
PART OF THESE PLANS.
ALL CONCRETE SHALL BE CLASS "B" MIX.

WINDOWS:
ALL WINDOWS SHALL BE 4/0 × 6/0 "FENTRON" SERIES 400 INDUST
SECTION STEEL SASH, OR AN APPROVED EQUAL OF APPROX. SIZE
INSIDE GLAZING S.S. 'B' QUALITY
NO. OF LIGHTS AND VENT PER ELEVATION DRAWINGS.
CHECK SASH AGAINST MASONRY DIMENSIONS AND DETAILS SHO

OVERHEAD DOORS
DOORS SHALL BE NO. 509, 1 3/4" THICK AS MANUFACTURED BY "OVE
DOOR CORPORATION", EQUIPPED WITH TRACKS AND HARDWARE OF SA
AN APPROVED EQUAL TO SUIT THESE DETAILS WILL BE ACCEPTA


2-3/8"φ BARS
MASONRY BLOCK WALLS
"BLOK-MESH" IN MORTAR JOINT

· ELEVATION


"BLOK-MESH"
2-3/8"φ x 7'-0"
"BLOK-MESH"

END ADJACENT TO EXIS

NEER THE ELEVATION OR SIZE
Y BE CHANGED IN ORDER TO SECURE

MIX, GRADING AND QUALITY OF
RIALS & WORKMANSHIP SHALL CONFORM
H ARE SUPPLEMENTARY TO AND A

ASS "B" MIX.

6/0 "FENTRON" SERIES 400 INDUSTRIAL
APPROVED EQUAL OF APPROX. SIZE
LITY
ELEVATION DRAWINGS.
RY DIMENSIONS AND DETAILS SHOWN.

" THICK AS MANUFACTURED BY "OVERHEAD
VITH TRACKS AND HARDWARE OF SALT SPRAY STEEL.
T THESE DETAILS WILL BE ACCEPTABLE.

APPROVED:

BRIDGE ENGINEER

STATE

MAIN

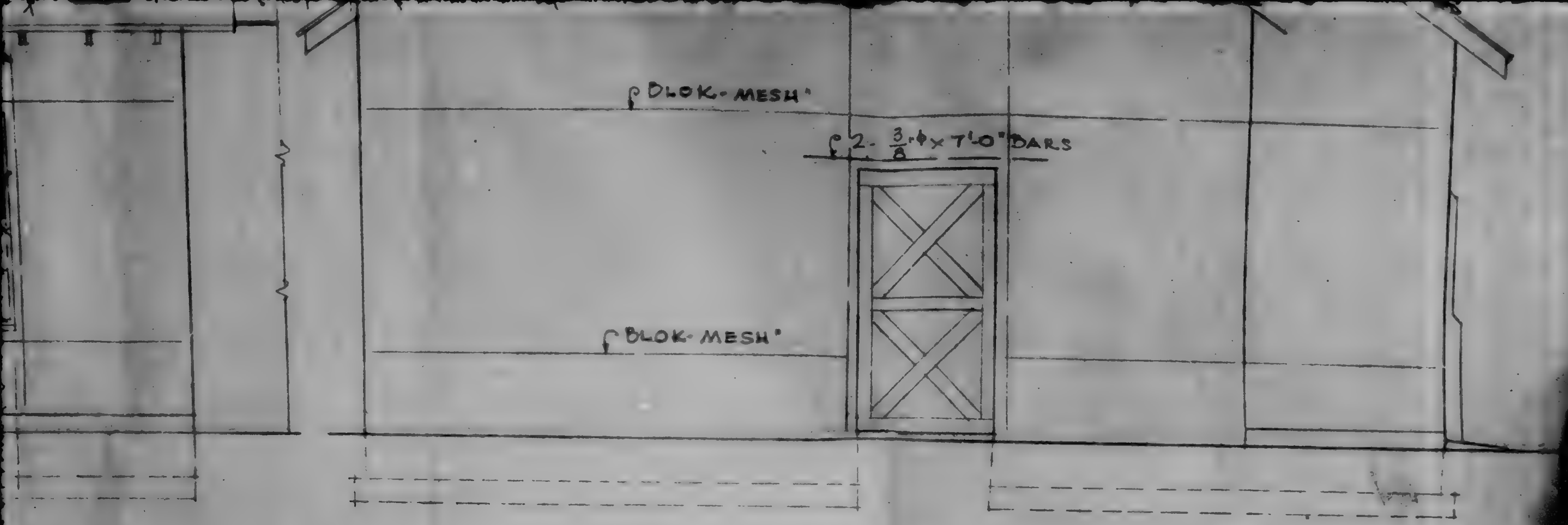
MEACH

DRAWN

TRACE

JOB N

ACCOMP


"BLOK-MESH"
2- 3/8"φ x 7'-0" BARS
"BLOK-MESH"

END ADJACENT TO EXISTING BUILDING

APPROVED:

TESL.

BRIDGE ENGINEER

OREGON
STATE HIGHWAY DEPARTMENT
ADDITION
TO
MAINTENANCE BUILDING
AT
MEACHAM, UMATILLA COUNTY

DRAWN BY CCS JAN. 12, 1951
TRACED BY CCS SHEET 1 OF 2
JOB NO. 11G3 DRAWING NO. 9789
ACCOMPANIED BY DRAWING NO. 9790

RECEIVED
FOR FILING
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 30, 1953

(CONTRACT NO.) [illegible]	(EST. NO.)	(CONTRACTOR)	
3488	6-final	BECHTEL BROS.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21159	R-79304	$ 1,284.50	10/30/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: To Aug. 15, 1953 without penalty

Completion Date: Aug. 15, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-3-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

POSTED ON CARD
[illegible]

RECEIVED
OCT 16 1953
FOR FILING

33-3488

[illegible]

October 14, 1953

Bechtel Brothers
Elgin, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from November 15, 1952 to and including August 15, 1953 within which to complete your contract No. 3488, for construction of maintenance building at Flora, Wallowa County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

ml

cc: A. F. Parson,
Division Engineer

Carl A. Peterson,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
OCT 9 1953
FOR FILING

22-2403

2444

October 8, 1953

W. Talbot Sinclair, Mgr.
United States Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland, Oregon

Dear Sir:

State highway contract No. 3488 covering the construction of a Maintenance Building at Flora in Wallowa County was completed by the contractor, Bechtel Brothers, on August 15, 1953 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $1,284.50 will be released to the contractor on or after October 19, 1953. The total contract amount is $10,324.95, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn

cc - United States Fidelity & Guaranty Co.
Karl H. Doerre
1112 Cascade Bldg.,
Portland, Oregon

NOTED ON CARD

10-8-53

RECEIVED
SEP [illegible] 1953
FOR FILING

32-3403

3403

September 1[illegible], 1953

Oregon State Highway Commission

Request for extension of time
No. 1[illegible]
September 24-25 meeting.

Gentlemen:

Re: Flora Maintenance Building
Contract 3403
Bechtel Brothers, Contractor

Herewith a request for a second extension of time to and including August 15, 1953, for the completion of the Flora maintenance building. This project was to have been completed September 30, 1951. The time was previously extended without penalty to and including November 15, 1952.

All work with the exception of a modification of some of the plumbing, demanded by the State Sanitary inspectors, was completed within the previous extension. We have had the use of the building, and no particular inconvenience has been caused. It is recommended that the extension be granted without penalty to the contractor. This is a State Project and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

GSP:gm

RECEIVED
FOR FILING

[illegible]

3488

November 6, 1952

Bechtel Brothers
Elgin
Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 76 days, from August 31 to and including November 15, 1952, within which to complete your contract No. 3488 for constructing maintenance building at Flora, Wallowa County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

Robert Ellison,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
11-6-52 g

RECEIVED
OCT
FOR FILING

32-34

3488

October 13, 1952

State Highway Commission

Request for extension of time
No. 8
October 20-21 meeting.

Gentlemen:

Re: Maintenance Building at Flora
Contract 3488

We have a request from Bechtel Brothers, contractors for the construction of the maintenance building at Flora, for an extension of time from August 31, 1952 to and including November 15, 1952, a copy of which request is attached. This contract was awarded in 1951 with a specified completion date of September 30, 1951. An extension of time was previously granted to August 31, 1952.

Because of difficulty in obtaining an adequate water supply at an economical cost, the building site was moved to an entirely new location. For this reason it is recommended that the extension to and including November 15, 1952 be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
JUN 10 1952
FOR FILING

June 6, 1952

Boentel Brothers
Elgin, Oregon

Gentlemen:

The State Highway Commission, at its meeting held May 26, 1952, had under discussion your request for extensions of time on three contracts, as follows:

Contract No. 3488, for constructing maintenance building at Flora in Wallowa County, from September 30, 1951 to August 31, 1952 which is an extension of 335 days.

Contract No. 3529, for constructing maintenance employees' house at Flora Junction, an extension from October 31, 1951 to and including August 31, 1952 of 304 days.

Contract No. 3540, for constructing Wallowa Lake Camping Area on the Joseph-Wallowa Lake Secondary Highway in Wallowa County, an extension of 213 days from November 30, 1951 to and including June 30, 1952.

I am pleased to inform you that the Highway Commission granted your request for these extensions of time without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: R. F. Chidsey,
Division Engineer

T. S. Kennan,
Resident Engineer

O. R. Faxon

[illegible]
6-6-52

RECEIVED
JUN 3 1952
FOR FILING

341

May 19, 1952

State Highway Commission

Request for extension of time
No. 6
May 26 and 27 meeting.

Gentlemen:

Re: Flora Maintenance Building
Contract No. 3408
Bechtel Brothers, Contractor

Herewith request from the contractors for an extension of time from September 30, 1951 to August 31, 1952, to complete the construction of the Flora Maintenance Building.

After the contract for this project was awarded, it became necessary to change the location entirely because of an inadequate supply of water. This delayed the starting of work so that it could not be done during reasonable construction weather last fall. Because of these facts, we recommend that the extension be granted without penalty to the contractor.

This is a State Project and concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED

32 - 9403

3488

September 11, 1951

Bechtel Brothers
Elgin,
Oregon

Gentlemen:

I am enclosing herewith, for your records, two fully executed copies of agreements between the State Highway Commission and Bechtel Bros., amending contracts No. 3488 and 3529, covering the construction of maintenance buildings and concrete septic tank complete with sewer lines and filter bed on state property adjacent to the Enterprise-Lewiston Highway, approximately 28 miles north of Enterprise.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
encl. 2

RECEIVED
APR 17 1951
FOR FILING

32-3403

3488

April 16, 1951

Bechtel Brothers
Elgin, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3488 for the construction of the Flora Maintenance Building located approximately 35 miles north of Enterprise on the Enterprise-Lewiston Highway in Wallowa County. This award was based on your low bid of $9,992 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

RECEIVED FOR FILING

[illegible]
3[illegible]

4-7

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 23, 1950

Oregon State Highway Commission

Gentlemen:

We have been renting a maintenance building at Flora on the Enterprise-Lewiston Highway, on a month-to-month basis. The building has served to house our equipment and, in addition, includes living quarters for the section foreman, who in the past has boarded other members of the crew. On June 15 the owner of the building served us notice and requested us to vacate the building on or before July 10, 1950.

Careful investigation determines the necessity of having a headquarters at or near Flora in order to maintain this high snow country and the long grade in to the Grande Ronde River. We would like to construct a standard equipment-storage building 32' x 52', preferably of concrete block construction, at an estimated cost of $13,500. In addition, $2,500 will be required to grade and surface the grounds and supply a gas pump and septic tank, making a total cost of $16,000. In addition, we need to build two cottages, estimated to cost about $7,000 each, making a total expenditure of approximately $30,000.

In the budget which was approved in principle last fall, there is sufficient money to take care of about half of this expenditure. I would, therefore, request that you authorise an additional $15,000 so that we may meet the emergency by having an equipment headquarters available for next winter.

With reference to a site, a suitable building site, 200' x 600', adjacent to the highway on the easterly side of Flora Junction, is available and can be secured for a very nominal sum. A preliminary estimate indicates that this will not exceed $200. An option on this will be presented to you at the next meeting.

Very truly yours

R. H. Baldock
State Highway Engineer

Bid Rejection 8-21-50

See Maint. - Bldg. Sites
Minutes 8-9-50

[illegible]:hl

FORM E-20X 15M 8-49 21606

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1950

SUBJECT: Flora Maintenance Station

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Mr. Chidsey called and advised that he had been given notice to vacate our maintenance headquarters at Flora by July 10, 1950.

Mr. Chidsey advised that the property owner east of the Flora Wye is willing to deed to the State a tract of land suitable for the construction of a maintenance station and he suggests that we take immediate steps to construct a building suitable for this location for use this winter. Mr. Chidsey thought that room should be provided for three vehicles which would require two stalls and a shop unit. We have been making these buildings 32 feet wide in snow areas. Mr. Chidsey thought 34 feet would be desirable. Mr. Chidsey also thought that provision should be made for employee housing and stated that there would be ample room on the grounds for this purpose.

This highway route is assuming considerable importance as an interstate route and we are apparently committed to keep it open for travel throughout the winter. The heavy snow plowing is all located on the north end near Flora and maintenance from Enterprise appears to be out of the question. We do not have room at Enterprise to store this equipment so that we recommend that authority be obtained to secure the parcel of ground which lies immediately east of the Flora Wye and to construct by contract, a fireproof maintenance building, of block construction with metal roof and uplift doors, 32' x 52', to provide two truck storage stalls and one shop unit which can be used for the storage of a third snow plow vehicle. Including the cost of developing driveways and installing a service station, the cost of these buildings has been running $8.00 per square foot. This size building would then cost approximately $13,300. I believe there may be funds available to transfer that were originally set up for use at Ochoco Summit.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm

[illegible] allowa-Los[illegible] [illegible] [illegible]
allowa Lake [illegible]
allowa [illegible]

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION

(date)
Nov. 2, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3489	2-final	Babler Bros. Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
# 17324	R-27227	$ 750.00	Nov. 2, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1951

Time Extensions: None needed

Completion Date: Aug. 11, 1951

Date Accepted: Aug. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-6-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: A. A. Wicklander

RECEIVED
SEP 21 1951
FOR FILING

[illegible]

[illegible]

September 20, 1951

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3489 for reoiling on the Wallowa-Lostine Section of the Wallowa Lake Highway in Wallowa County was completed August 11, 1951 and was formally accepted by the Highway Commission on August 20, 1951.

Final payment in the amount of $750 will be made to the contractor on or after October 1, 1951. The total contract amount is $9,210.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED

FOR FILING

32-4205

3489

September 7, 1951

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler Bros. Inc. on contract No. 3489, for reoiling on the Wallowa-Lostine Section of the Wallowa Lake Highway in Wallowa County. This payment, in the amount of $8,460.00, will be made on or after September 17, 1951. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

32 - 4205
3489
Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

No. 1
Final

For Week Ending August 11, 1951

Section Wallowa Lostine
Highway Wallowa Lake
Contractor Babler Bros., Inc.
Date of contract April 12, 1951, 19
Date work started Aug. 4, 1951, 19
Amount of contract $ 9,786.00

Kind of work Reoiling
Section prefix 32-4205
Contract number 3489
Date of completion Aug. 31, 1951
Estimated date of completion Aug. 11, 1951
Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $ 9,210.00
plus State aggreg. 3,560.00
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date $ 1,000.00, %
Date project was completed August 11, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shoulders were cut back on Saturday of last week.
0-30 oil mat was laid, except for dust, on Monday and Tuesday.
¼"-0" crushed rock spread Thursday.
Maintained thru Saturday.
Job is complete.

NOTED
H. W. LIBBY

RECEIVED
AUG 13 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. C. Hutt
Address Enterprise, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				7.70	
Miles partially completed					
Miles completed				7.70	
Total estimated quantities				1,330	
Estimated quantities moved or placed to date				1,330	
Average daily quantities				665	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				17	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 5 dump trucks, 1 distributor, 2 transports ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair & warm all week.		
Thursday			
Friday			
Saturday			

State Printing Dept. 41606

RECEIVED
MAY 4 1951
FOR FILING

32-4005

3489

May 4, 1951

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts awarded to you by the State Highway Commission on April 12, 1951, as follows:

Contract No. 3486, for reoiling on the Boardman Jct.-Echo Jct. and Echo-Rieth Sections of the Hermiston and Stanfield-Pendleton Highways in Umatilla County.

Contract No. 3489, for reoiling on the Wallowa-Lostine Section of the Wallowa Lake Highway, Wallowa County.

Executed copies of the above contracts will also be sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded ____

RECEIVED
APR 17 1951
FOR FILING

33-4405

3489

April 16, 1951

Babler Brothers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3489 for re-oiling Wallowa-Lostine Section of the Wallowa Lake Highway between Wallowa and Lostine in Wallowa County. This award was based on your low bid of $9,786 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

[illegible] Division No. 1, District A., 19[illegible]
Re-oiling Project on the Sunset
& Hillsboro-Silverton Highways
#3490 near Manning, North Plains, Hillsboro

R. H. Baldock.

RECEIVED
FOR FILING

February 20th, 1951

FINAL COST ANALYSIS

Contract #3490 Prefix 34-4207

Division No. 1, District A Reoiling Sunset & Hillsboro-Silverton Hwys.

Marr & Horton, Contractors

Tom O'Neil, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Base	32.06	Mile	$12.92	$35.00	$414.06	$ 1,122.10
Placing Aggregates	4,940	Cu. Yd.	1.07	0.90	5,298.14	4,446.00
Hauling "	14,546.5	Yd. Mi.	0.27	0.16	3,869.57	2,327.44
150-200 Asphalt	191.32	Ton	29.47	32.00	5,638.20	6,122.24
RS-1 Emulsion	330.25	"	32.67	35.00	10,790.05	11,558.75
Pr #1, RS-2 Emulsion	32.16	"	32.67	35.00	1,050.67	1,125.60
					$27,060.69	$26,702.13

Total Cost	$27,060.69
Gross Revenue	26,702.13
Net Loss	$ 358.56

Net Loss Equals 1.3% of Gross Revenue

NOTED
State Highway Engineer

Division No. 1, District A
Reoiling

Detail of Cost

Labor:			
Supervision		$300.00	
Labor		5,623.54	
Labor Insurance		337.41	
			$6,260.95
Materials:			
150-200 Asphalt	191.32 Tons at $22.00	$4,209.04	
RS-1 Emulsion	330.25 " " 25.20	8,322.30	
RS-2 "	32.16 " " 25.20	810.43	
Transport Freight on Asphalt		479.93	
			13,821.70
Equipment Rental & Miscellaneous Expense:			
Equipment Rental		$3,979.00	
Hired Trucks, Not Including Labor		672.34	
Gas, Oil & Grease		1,114.15	
Miscellaneous Supplies & Small Tools		140.94	
Public Liability & Property Damage Insurance		70.29	
Bond		200.26	
Home Office & General Overhead		801.06	
			6,978.04
Total Cost			$27,060.69

Division No. 1, District A

Breakdown of Oiling Costs

	Total	Quantity	Unit	Unit Cost
Haul Asphalt	$1,022.42	553.73	Ton	$1.846
Heat Asphalt	584.29	"	"	1.055
Spread Asphalt	1,229.03	"	"	2.220
Traffic Control	319.39	"	"	0.577
Overhead & Prorateable Expense	983.02	"	"	1.775
	$4,138.15	553.73	Ton	$7.473

Asphalt was hauled from Millbridge an average of 24 miles with both the contractors' transports and hired haulers. Placing averaged 50.6 tons per day.

Hauling and Placing Mineral Aggregates

	Total	Quantity	Unit	Unit Cost
Load	$1,262.05	4,940	Cu. Yd.	$0.255
Haul - Av. 2.9 Miles	3,869.57	"	" "	0.783
Place	2,673.73	"	" "	0.542
Traffic	319.33	"	" "	0.065
Overhead & Prorateable Expense	1,042.98	"	" "	0.211
	$9,167.71	4,940	Cu. Yd.	$1.856

Aggregates loaded from state stockpiles with ½-yard shovel, and placing averaged 38 cu. yd. per hour.

Division No. 1, District A

Remarks:

This contract, which required the reoiling of 32 miles of state highways, was bid and awarded on April 12th, 1951. Work was started on July 16th, and completed on July 31st, 1951. An 0-31 was placed on 22.3 miles and an 0-9 on 9.7 miles.

Aggregates were loaded from state stockpiles with a ½-yard shovel and hauled with the contractors' four 6-yard trucks and three to four hired trucks. Hauling costs were increased because the 6-yard trucks were limited to 5-yard loads. Asphalt was hauled by tank trucks from Willbridge an average of 24 miles and spread with a 1,100-gal. distributor at an average of 50.3 tons per day.

The contractors had good equipment and favorable weather, but the high cost of hauling aggregates eliminated the profit from the job.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
1951
FOR FILING

34-4207

3490 (CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION

(date)

Sep. 24, 1951

	(EST. NO.)	(CONTRACTOR)	
3490	2 & 3 Final	Harr & Horton	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16352	R-24343	$801.06	Sep. 21, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: July 31, 1951

Time Extensions: extension not required

Completion Date: July 30, 1951

Date Accepted: Aug. 3, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 9-25-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 25 1951

RECEIVED
[illegible] 19 1951
FOR FILING

34-4207

3490

September 7, 1951

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3490 for reoiling performed on Division No. 1, District A on the Sunset and Hillsboro-Silverton Highway in Washington and Yamhill Counties was completed by the contractor, Harr & Horton, on July 30 and was formally accepted by the Highway Commission on August 3, 1951.

Final payment in the amount of $801.06 will be released to the contractor on or after September 17, 1951. The total contract amount is $26,702.13, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

9-7-51

34 4207
3490
Form E-1—5M—3-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug 4, 1951

Section Division No 1 District A

Kind of work Reoiling

Highway Sunset & Hillsboro-Silverton

Section prefix 34-4207

Contractor Harr & Horton

Contract number 3490

Date of contract April 12, 1951

Date of completion July 31, 1951

Date work started July 16, 1951

Estimated date of completion July 31, 1951

Amount of contract $28,718.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $44,640.41

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $1500, 44 %

Date project was completed July 31, 1951

General information covering progress of work by party and by contractor, important development, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed Project July 31, 1951

NOTED
W. LIBBY

NOTED
B. A. MARTIN

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address P.O. Box 4644 Portland 2, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				32.06	
Miles partially completed				~~32.06~~	
Miles completed				32.06	
Total estimated quantities				600T	
Estimated quantities moved or placed to date				All	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				23	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Rotort Mixers 1, Distributor ~~Crushing or screening plants~~ 1

Tankers ~~Compressers~~ 2, Broom ~~Bulldozers~~ 1, Storage Tank ~~Sheep-foot rollers~~ 1, Trucks 10, ..., ...

	WEATHER	HRS DELAY	CAUSE OF DELAY
Sunday	Fair		[illegible]
Monday	"		[illegible]RAM A. B
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

State Printing Dept. 38842

RECEIVED
MAY 1951
FOR FILING

34-4207

3490

May 4, 1951

Harr and Horton
9209 N. Calvert Street
P. O. Box 5662
Portland 17, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3490, which was awarded to you on April 12, 1951, by the State Highway Commission, covering re-oiling on Division No. 1, District A, on Sunset and Hillsboro-Silverton Highway in Washington and Yamhill Counties. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

Recorded [illegible]

RECEIVED
APR 1 7 1951
FOR FILING

34-4207

3490

April 16, 1951

Harr and Horton
9209 North Calvert Avenue
Box 5662
Portland 17, Oregon

Gentlemen:

The State Highway Commission on April 12, 1951, awarded you Contract No. 3490 for Division No. 1 District A, Re-oiling Project on the Sunset and Hillsboro-Silverton Highways near Manning, North Plains, Hillsboro, and Newberg in Washington and Yamhill Counties. This award was based on your low bid of $28,718.10 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

102-1023 Summit-Lobster Valley Sec., 1951
Alsea-Deadwood Secon. Hwy.
#3491

RECEIVED
FOR FILING

113-1132

3491

MARK V. WEATHERFORD
J. K. WEATHERFORD, JR.
ORVAL N. THOMPSON

WEATHERFORD & THOMPSON
ATTORNEYS AT LAW
ALBANY, OREGON

April 8, 1952

3491

C. R. O'Neil
Route 2, Box 116
Creswell, Oregon

Dear Sir:

The State Highway Commission has finally made the necessary survey so that Mr. Hendricks could locate his property lines, and he has had several persons go over the property with him in an attempt to get values as to the amount of his damage. These different persons all agree that his damage was substantial. However, in order to close the matter and avoid any litigation, Mr. Hendricks has concluded that he would substantially reduce his claim for damages, provided a cash settlement could be had forthwith.

Thus, if you are interested in effecting a settlement and securing a release of all claims of Mr. Hendricks at once, I would suggest that you contact me on or before the 19th. of April, 1952.

As I stated above, he will make a substantial reduction over what he previously had claimed, but he is not interested in a settlement such as you offered at the time it was discussed here in my office.

Very truly yours,

J. K. Weatherford, Jr.

cc: St.Highway Commission
JKW:es

RECEIVED
MAR 21 1952
FOR FILING

[illegible]

3491

Mrs Lewis

March 19, 1952

Wells-Reed Insurance
General Agents
412 Failing Building
Portland 4, Oregon

Attention: Mr. Fred C. Reed

Gentlemen:

Reply is made to your letter of March 17, 1952 with reference to release of the final payment to contractor, C. R. O'Neil, in connection with State Highway Contract No. 3491 for construction of the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County.

I have consulted with the Highway Commission's Chief Counsel relative to this matter and, as a result of our conference, it has been decided to release the balance of the moneys to Mr. O'Neil on this job. This decision was reached in view of the statement contained in your letter to the effect that Mr. O'Neil is insured against damage claims by Mr. Harold Hendricks, and, in the event that Mr. O'Neil is sued, and a judgment rendered in behalf of Mr. Hendricks, the Great American Indemnity Company will respond.

I am today instructing our Accounting Division to release to Mr. O'Neil final payment in connection with this job as soon as the warrant has been received from the Secretary of State.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
cc: C. H. Maison (2)
F. A. Query

NOTED ON CARD
3-19-52 [illegible]

WELLS-REED INSURANCE • General Agents

412 FAILING BUILDING - ATWATER 7305 - PORTLAND 4, OREGON

March 17, 1952

Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 3491 - Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County - C. R. O'Neil, Contractor

Gentlemen:

Under date of February 15 you advised us that final payment in the amount of $3638.16 would be released to the Contractor on or after February 25, 1952 provided the outstanding claim on one Harold Hendricks for alleged damage to his property was settled and your office advised.

Mr. Hendricks originally made a demand for $5,000, subsequently offered to settle for $2500, and in the opinion of our investigators and the Contractor, damage, if any, to Mr. Hendrick's property would hardly reach a figure of $100.

Mr. O'Neil is insured against such damage in the Great American Indemnity Company, and although we do not believe any liability exists, we have attempted to compromise but Mr. Hendricks has been so unreasonable that apparently compromise is impossible. In the event he would sue and a judgment was rendered, our Company would respond.

Under the circumstances, it appears to be a undue burden on the Contractor to withhold this amount of money. We would appreciate your consideration of the release of these funds to the Contractor.

Very truly yours,

WELLS-REED INSURANCE

By Fred Reed

FCR:dw

cc: Mr. C. R. O'Neil

ANSWERED
H B GLASTER

3-17-52

RECEIVED
MAR 18 1952
OREGON
STATE HIGHWAY COMMISSION

[illegible] 3/18

RECEIVED
MAR 1952
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 4, 1952

3471

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3491	8-final	C. R. O'Neil

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3095	B-35432	$ 3,630.16	3/3/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Aug. 31, 1951**

Time Extensions: **Extended to Oct. 22, 1951 without penalty**

Completion Date: **Oct. 18, 1951**

Date Accepted: **Nov. 8, 1951**

Penalties: **None of record**

Claims: **A claim for damage sustained was filed by Harold Hendricks.**

Remarks: **Mr. Enfield authorized release of the final payment**

Date: **3-21-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
FOR FILING

3491

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29, 1952

SUBJECT: R 16783
R 16785

To:
Mr. W. C. Williams
First Assistant State Highway Engineer
OFFICE

NOTED
H. B. GLAISYER

Dear Mr. Williams:

Pursuant to my request to you by letter dated November 29, 1951, in response to a request made by Mr. J. K. Weatherford, Jr., attorney for Mr. Hendricks, with respect to a claim Mr. Hendricks was making against Mr. O'Neil, the State's contractor on State Highway Contract Number 3491, you caused the right of way to be staked adjacent to Mr. Hendrick's property, as described in descriptions attached to my letter.

Upon subsequently writing to Mr. Weatherford to be advised of the status of this outstanding claim so that final payment might be made to Mr. C. R. O'Neil in connection with his contract for grading and surfacing of the Summit-Lobster Valley Section of the Alsea-Deadwood Highway, I have been advised by Mr. Weatherford that we did not stake all the right of way acquired from Mr. Hendricks and adjacent to his remaining property.

Upon making a further check, I find that there are two files covering acquisitions from Mr. Hendricks on this section of highway, and I enclose herewith a print upon which is outlined in yellow the right of way acquired from Mr. Hendricks under both of the files above referred to.

I would appreciate your having the additional property staked so that Mr. Hendricks may determine the extent of his damage, if any, and may also be able to determine whether or not his recourse is against the State's contractor or possibly against the State itself, and thus facilitate making a final payment to Mr. O'Neil under the construction contract.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:sth
Encl
cc: Mr. Glaisyer

25M 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 7, 1952

Weatherford, Thompson and Weatherford
Attorneys at Law
Albany, Oregon

Attention: Mr. J. K. Weatherford, Jr.

R 16785
Contract No. 3491

Gentlemen:

Final estimates have been prepared and submitted for the making of final payment by the State Highway Commission to Mr. C. R. O'Neil in connection with work performed by Mr. O'Neil under contract No. 3491 for grading and surfacing on the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County.

So that we may be fully advised as to all outstanding claims against Mr. O'Neil in connection with this job, we will appreciate being informed of the present status of Mr. Hendricks' claim and as to whether or not litigation has been commenced.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh

NOTED
H. B. GLAISYER

cc - H. B. Glaisyer

February 6, 1952

Mr. C. W. Enfield
Chief Counsel

OFFICE

You may recall that one day last week, I mentioned to you that we are ready to make final payment to C.R. O'Neil in connection with his contract for grading and surfacing the the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway, Benton County, and I asked your advice because of the outstanding claim of a Mr. Harold Hendricks, who alleges that his property was damaged by reason of Mr. O'Neil's operations.

You were too busy just before the meeting of the Commission to look into the matter, and you asked me to call it to your attention again after the meeting. This is just a reminder.

Will you please advise me whether or not to release the final payment. Thanks a lot.

Secretary

HBG:ls
cc: Goldie Lewis

RECEIVED
[illegible]
FOR FILING

February 15, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3491 for work performed on the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County was completed by the contractor, C. R. O'Neil, on October 18, 1951 and was formally accepted by the Highway Commission on November 8, 1951.

Final payment in the amount of $3,638.16 will be released to the contractor on or after February 25, 1952, provided outstanding claim has been settled and this office advised. The total contract amount is $119,924.39, and no force account work was performed on the project.

There is a claim filed against this project by Harold Hendricks for damage to property belonging to him, of which you have been previously notified.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-15-52 gl

RECEIVED
DEC 1951
FOR FILING

102-1023

Salem, Oregon
December 28, 1951

Contract No. 3491
C. R. O'Neil

Mr. C. H. Maison, Manager
Accounting Division

Dear Mr. Maison:

We have received a letter from Mr. C. W. Enfield, Chief Counsel, in which he states that the semi-final payment to C. R. O'Neil on Contract 3491 may be released. Final payment, however, should be withheld until further advice is received concerning the status of Mr. Hendrick's claim.

Very truly yours

Secretary

FAQ:md

NOTED ON CARD
12-19-51 gl (after telephoned authorization)

FORM E-30 25M 9-51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1951

SUBJECT: Re Contract No. 3491
R 16785

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

In confirmation of our recent telephone conversation, this is to recommend release of Mr. C. R. O'Neil of the semifinal payment under the above contract.

Before the final payment is released, I suggest that you again check with this office to determine if any further action has developed with respect to the claim made by Mr. Harold R. Hendricks against Mr. O'Neil for damage to Mr. Hendricks' property.

Yours very truly

CWEnfield
C. W. ENFIELD
Chief Counsel

CWE:avh

REFERRED TO
Query - Mrs Lewis
BY SECRETARY

ok to release semi final payment -
However
do not ~~release~~ final until cleared by
legal dept in writing.

12-27-51 gl

RECEIVED
DEC [illegible] 1951
FOR FILING

102-1023

3491

December 26, 1951

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to C. R. O'neil on Contract No. 3491 covering grading and surfacing on the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County. This payment in the amount of $9,339.08 will be made on or after January 7, 1952. The retained percentage is $3,596.48.

There is a claim filed against this project by Harold Hendricks of which you have been previously notified.

Please acknowledge receipt of this letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

NOTED ON CARD
12-26-51 g

RECEIVED
DEC 21 1951
FOR FILING

[illegible]

3411

Salem, Oregon
December 19, 1951

C. H. Maison, Manager
Accounting Division

It is my understanding from my conversation with Mr. Carl F. Smith that you are now preparing a voucher covering semi-final payment to C. R. O'Neil, for grading and surfacing on the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County, and that you are in doubt as to whether or not to release the warrant for this payment in view of the claim of Harold Hendricks outstanding against this job.

I wrote Mr. Hawke on August 28 requesting the semi-final and final payments be withheld until further notice from this office. Due to the fact that this claim was filed through the Legal Department, I consulted with Mr. Enfield today—and he authorized release of the semi-final payment. You are therefore at liberty to obtain the warrant and mail it to the contractor in the usual manner.

We are further considering the release of the final payment, and pending the outcome of our discussions you should continue to withhold final payment until advised by this office.

Secretary

HBO:gl

NOTED ON CARD
12-19-51, gC

RECEIVED
DEC 18 1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

162-1033

3491

December 17, 1951

NOTED
W. C. WILLIAMS

Weatherford, Thompson and Weatherford
Attorneys at Law
Albany, Oregon

Attention: Mr. J. K. Weatherford, Jr.

R 16785

Gentlemen:

This is to advise that the right of way of the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County has been staked along the boundary of Mr. Harold R. Hendricks' property, as requested in your letter of November 27, 1951.

If we can be of any further service please advise.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - W. C. Williams

RECEIVED
DEC 20 1951
FOR FILING

102-1023

3491

3067

Salem, Oregon
December 13, 1951

16785

Mr. C. W. Enfield

As requested in your letter of November 29, the right of way has been staked through the property of Harold R. Hendricks on the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County. You requested this right of way staking in connection with a claim of J. K. Weatherford, Jr. of Albany against contractor C. R. O'Neil, on behalf of Mr. Weatherford's client, Mr. Hendricks.

W. C. Williams

WCW:me

FORM E-90 25M 6-51 49715

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1951

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

In accordance with record of Assignment No. 3067, we have had the right of way staked through the property of Harold R. Hendrix, on the Summit - Lobster Valley Section of the Alsea-Deadwood Highway.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

NOTED
W. C. WILLIAMS

EAP:sh

ASSIGNMENT

No. 306

By Jos

December 3, 1951

escription: Mr. Enfield's letter of 11-29-51, copy of Weatherford & Thompson's letter of 11-27-51, 2 warranty deeds; all re Contract 3491, Summit-Lobster Valley Section, Alsea-Deadwood Sec. Hwy. (Mr. Hendricks' claim for loss of buildings, etc.) ✓

Acknowledged by _____ Referred to ___ ~~Smith~~ _______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature
____

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 12-11-51 Report received _________

Remarks: Please have R/W staked.
WCW

FORM E-30 25M 3-51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1951

SUBJECT: State Highway Contract No. 3491

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

Enclosed herewith is a copy of a letter received this date from J. K. Weatherford, Jr., attorney for Mr. Hendricks, who has made a claim for $2,750.00 for the loss of certain buildings, destruction of fences and a bridge, and other damage allegedly done by Mr. C. R. O'Neil in connection with his performance of State Highway Contract No. 3491 on the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway.

I cannot tell from Mr. Weatherford's letter whether he plans to sue the State or Mr. O'Neil, or Mr. O'Neil's bonding company, or all three, but in any event we should comply with Mr. Weatherford's request and place right of way stakes along the right of way adjacent to Mr. Hendricks' property.

I will appreciate your having this right of way staked, and for your convenience, enclosed herewith are two descriptions of right of way that we secured from Mr. Hendricks.

Yours very truly,

CWEnfield

C. W. ENFIELD
Chief Counsel

NOTED
W. C. WILLIAMS

CWE:avh
cc - Ralph Wyckoff

OPY

WEATHERFORD & THOMPSON
Attorneys at Law
Albany, Oregon

November 27, 1951

Oregon State Highway Department
Salem, Oregon

Attention: Mr. C. W. Enfield

Re: State Highway Contract No. 3491

Dear Sir:

In connection with the above matter, as attorney for Mr. Hendricks we are requesting that your engineering department, as soon as it is convenient for them to do so, set the stakes establishing the right of way of the highway through Mr. Henricks' property. A number of these stakes, so Mr. Hendricks advises me, were destroyed during the construction, and the location of the right of way line is required in connection with his claim for damages.

In your letter to me of October 19 you state that you had been advised that Mr. O'Neil entered into a private agreement with Mr. Hendricks for the use of his property. This is not correct. Mr. O'Neil, in my office today in the presence of the representatives of the bonding company and Mr. Hendricks, admitted that he did not have any conversation with Mr. Hendricks until long after all, or substantially all, of the damage claimed by Mr. Hendricks had been inflicted. His only claim is that his foreman talked to Mr. Hendricks. This is conceded by Mr. Hendricks, except as to the matters discussed in the conversation.

In any event, we would like to have this completed so that we can get a case instituted as there is apparently no chance to settle with the bonding company or Mr. O'Neil.

Very truly yours,

(Sgd.) J. K. Weatherford, Jr.

J. K. Weatherford, Jr.

JKW:es

CORRECTION

WARRANTY DEED

File No. 16785

This Indenture Witnesseth, That I, Harold R. Hendrix, a single man, grantor......, for the consideration of the sum of One and no/100 ($1.00) DOLLARS to me paid have bargained and sold and by these presents do..... bargain, sell and convey unto the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, the following described premises, to wit:

A parcel of land lying in Lots 11 and 12, South half of the Northwest quarter (S½ NW¼) and the North half of the Southwest quarter (N½ SW¼) of Section 3, Township 15 South, Range 8 West, W. M., Benton County, Oregon, and being a protion of that property conveyed by that deed to Harold R. Hendrix, recorded in Book 133, Page 803, of Benton County Record of Deeds. The said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the Alsea-Deadwood Highway as said highway has been relocated, which center line was described in that certain deed from Harold R. Hendrix, a single man, to the State of Oregon, by and through its State Highway Commission dated April 30th, 1951, recorded May 15, 1951, in Book 135, Page 146, Benton County Record of Deeds.

This deed is executed as a deed of correction for the purpose of correcting an error in the description of that certain deed executed and delivered by Harold R. Hendrix to the State of Oregon, by and through its State Highway Commission, dated April 30, 1951, recorded May 15, 1951, in Book 135, Page 146, Benton County Record of Deeds, wherein the property therein described erroneously stated that the said property was a portion of the property conveyed by that deed to H. W. Martin, recorded in Book 115, Page 473 of the Benton County Record of Deeds, whereas it should have been stated to be a portion of the property conveyed by that deed to Harold R. Hendrix, recorded in Book 133, Page 803; and, to further clear the error in the reference to that certain deed from Portland Mortgage Co. to Yew Creek Logging Co. by deed recorded in Book 133 of the Benton County Deed Records, rather than the Marion County Deed Records as indicated in said deed.

premises with their appurtenances, in fee simple, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns forever.

And ....I..... the said grantor... do...... hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that ....I am.......... the owner...... in fee simple of said premises; that they are free from all incumbrances

and that ....I.......... will warrant ~~and~~ defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, ...I.......... have hereunto set ....my.......... hand...... and seal......
this ......2nd...... day of ....July.........., 19.51...
Done in presence of:

.... /s/ Harold R. Hendrix .... [SEAL]
.... [SEAL]

Form E11x—2M—2-51

Warranty Deed

FROM

....

....

TO

STATE OF OREGON
BY AND THROUGH ITS
STATE HIGHWAY COMMISSION

STATE OF OREGON,
County of .... } ss.

I certify that the within was received at .... o'clock ....m. on the .... day of ...., 19...., and duly recorded by me in .... County Records, Book of Deeds, Volume ...., Page ....

....
County Clerk or Recorder

By ...., Deputy

State Printing Dept. 6846

STATE OF OREGON,
County of ....Benton.......... } ss.

On this ......2nd...... day of ....July.........., 19.51.., personally came before me, a ....Notary Public.......... in and for said county and state, the within named Harold R. Hendrix, a single man and xxxx his wife, xxxxxxxxxx to me personally known to be the identical person...... described in, and who executed, the within instrument, and who each personally acknowledged to me that ....he.... executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

..........Elmer Patrick..........
Notary Public for Oregon

My commission expires ...., 19....

TO HAVE AND TO HOLD the said premises with their appurtenances, in fee simple, unto the said State of Oregon, by and through its State Highway Commission, its successors and assigns forever.

And ....I.......... the said grantor...... do...... hereby covenant to and with the said State of Oregon, by and through its State Highway Commission, its successors and assigns, that ....I am.......... the owner...... in fee simple of said premises; that they are free from all incumbrances

and that ....I.......... will warrant and defend the same from all lawful claims whatsoever.

IN WITNESS WHEREOF, ...I.......... have hereunto set ....my.......... hand...... and seal......

this ....2nd.... day of ....July.........., 19.51..

Done in presence of:

....	/s/ Harold R. Hendrix .... [SEAL]
....	.... [SEAL]

Form Hi-2M—2-51

Warranty Deed

FROM

....

TO

STATE OF OREGON
BY AND THROUGH ITS
STATE HIGHWAY COMMISSION

STATE OF OREGON,
County of ....} ss.

I certify that the within was received at .... o'clock ....m. on the .... day of ...., 19......, and duly recorded by me in .... County Records, Book of Deeds, Volume ...., Page ....

....
County Clerk or Recorder

By ...., Deputy

State Printing Dept. 4846

STATE OF OREGON,
County of ....Benton.......... } ss.

On this ....2nd.... day of ....July...................., 19.51 , personally came before me, a ....Notary Public.......... in and for said county and state, the within named ....Harold R. Hendrix, a single man.......... and ..xxxx.......... his wife, described in, and who executed, the within instrument.

RECEIVED
FOR FILING
[illegible]
3491

November 27, 1951

Mr. C. R. O'Neil
Route 1
Creswell
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 23 days, from September 30 to October 22, 1951, within which to complete your contract No. 3491 for grading and surfacing on the Summit-Lobster Valley Section of the Alsea Deadwood Secondary Highway in Benton County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Mason,
Division Engineer

Kenneth Boardman,
Resident Engineer

H. G. Smith,
Construction Engineer

[illegible] ON CARD
11-27-51

Form E-1—10M—7-50

102-1023

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 10, 1951

Section Summit-Lobster Valley

Kind of work Grading & Surfacing

Highway Alsea-Deadwood Secondary

Section prefix 102-1023

Contractor C.R. O'Neil

Contract number 3491

Date of contract April 13, 1951

Date of completion Aug. 31, 1951

Date work started April 26, 1951

Estimated date of completion Oct. 18, 1951

Amount of contract $117,101.00

Per cent of time elapsed 133 1/3 %

Estimated cost of completed project, exclusive of engineering $124,000.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $16,423.16, 175 %

Date project was completed Oct. 18, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The survey party worked Monday, checking concrete on box culvert and figuring mass co-ordinates. The rest of the week, they worked for B.O. Johnson on Aurora-Hayesville, and Amity-South Yamhill River surveys.

Boardman plotting, laying out haul breaks and computing stationing on final mass-diagram all this week.

RECEIVED
1[illegible] 1951
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
NOV 1 1 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed Kenneth Boardman

Address Room 207, Lab. Bldg., Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.41	2.41			
Miles partially completed					
Miles completed	2.41	2.41			
Total estimated quantities	97,672	10,966			
Estimated quantities moved or placed to date	97,672	10,966			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Fair&warm		
Tuesday	Misty		
Wednesday	Part cloudy		
Thursday	Mist		
Friday	Rain		
Saturday	Wind & rain		

RECEIVED
NOV 1951
FOR FILING

102 1022

3491

October 31, 1951

Request for extension of time
No. 11
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from G. H. O'Neil for an extension of time on Contract No. 3491, Summit - Lobster Valley Section of the Alsea-Deadwood Highway, from September 30, 1951 to October 22, 1951.

The contractor had completed all grading, drainage and surfacing work on this project by the specified completion date, but a certain amount of logs and brush remained to be burned, which burning could not be done until after the rains had sufficiently dampened the area to eliminate fire hazard. The contractor was not permitted by the Forest Service to do the burning until after October 1 and, for this reason, I would recommend the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

lg

RECEIVED
NOV 6 1951
FOR FILING

[illegible]

3491

October 24, 1951

Mr. C. R. O'Neil
Route 1
Creswell, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on October 11, 1951, had under discussion your request for an extension of time of 30 days, from August 31 to September 30, 1951, within which to complete your contract No. 3491 for grading and surfacing on the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary

By

Floyd Query
Acting Secretary

gl

cc: F. D. Eason,
Division Engineer

Kenneth Boardman,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
OCT 31 1951
FOR FILING

102-1022

3491

September 19, 1951

Request for extension of time
No. 5
October 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from C. R. O'Neil for an extension of time on Contract No. 3491, Summit-Lobster Valley Section of the Alsea-Deadwood Highway, from August 31, 1951 to September 30, 1951.

All grading work, drainage, and surfacing was completed by the specified period; however, a certain amount of logs and brush remains to be burned and, because of extreme fire hazard, the Forest Service has not permitted burning.

The delay was beyond the control of the contractor and will cause no inconvenience to the Department. I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

mo

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

FORM E-30 ESM 11-50 44701

C
O
P
Y
2411

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Alsea, Oregon
Sept. 11, 1951

NOTED
W. C. WILLIAMS

SUBJECT: Report on Engineering Costs, Prefix 102-1023
Summit-Lobster Valley Section, Alsea-Deadwood Secondary Highway

To: Mr. F. D. Eason
Division Engineer
State Highway Bldg.
Salem, Oregon

Dear Sir:

Enclosed herewith is a report and explanation of the engineering costs for Summit-Lobster Valley Section, Alsea-Deadwood Secondary Highway, Prefix 102-1023-900, Contract No. 3491, C. R. O'Neil, contractor from the 11th of April to Sept. 10, 1951.

Salary cost to Sept. 10, 1951	$ 9,596.81

This project was started with a crew of 5 men through April, May and the first 17 days in June. Party consisted of Resident Engineer, Transitman, Draftsman, 2 chainmen. In June, due to meeting and keeping up with the operations of the contractor, two more chainmen were added to the party so that there could be two crews. The contractor had cut most of the trees and brush for the full length of the project but it became too dry to burn so the material was pushed off outside of the grading area. Both ends of the project being more nearly cleared, grading operations were started at these places. The terrain being very steep and the slopes long, slope staking was necessarily slow requiring the use of two parties.
Percent of Wage raises on original 5:-May 0, June 0.4, July 2½, Aug. 11.3%.

Per Diem costs to Sept. 10, 1951	2,522.00
Equipment Rental " " " "	632.07
Gas & Oil " " " "	167.51

One car, Station Wagon, Transit & Level rented through April and May. In June one Rhodes Arc was rented to speed up setting of Slope stakes. In July, August and Sept. one more station wagon (at reduced rate) was added due to the crews being widely separated and to reduce the load being carried in the one and to furnish transportation for the surfacing inspector who had to work different and longer hours than the survey party.

Office rent at $1.00 per day from April 15 to Sept. 10 —	145.00
Supplies (incl. R/W Pins, Test scales & screens, cyl. molds	253.59
Testing Laboratory Charges	127.02
Cost Accounting Dept. charges	85.00
Grand total to Sept. 10, 1951	13,529.00

Due to use of office man in the field, the job should be finalled about Sept. 30, 1951.

Yours very truly,

(Signed)
Kenneth Boardman
Resident Engineer.

RECEIVED
FOR FILING
[illegible]
3491

Query

F. QUERY

September 5, 1951 Rtc. 2 Box 116

Mr. J.M. Devers
State Highway Dept.
Salem, Oregon

Dear Sir:

In reply to your letter of August 24, 1951 referring to the claim against contract No. 3491, please be advised that I have tried several times to get a statement for so called damages from Mr. Hendricks but to no avail. The bonding company claim agent also inspected the damages and asked Mr. Hendricks for a statement but he refused, stating that he did not know what his damages were except that he would settle for a lump sum which extremely out of reason.

I have always conducted my operations as carefully as possible so as not to cause damages to property owners and if at any time we do cause damages we expect to make a fair and just settlement to the owner. The bonding company and I feel that Mr. Hendricks damages are very small and he has magnified them to the extent that if I were to pay them I would be donating this sum of money.

Very truly yours,

C. R. O'Neil

CRO:el

cc- Great American
Indemnity Company

Mr. H.B. Glaisyer

RECEIVED
FOR FILING

102-1023

3441

Mrs Lewis

Salem, Oregon
August 28, 1951

Mr. M. H. Hawke
Auditor
Building

Dear Mr. Hawke:

In compliance with the recommendation of Mr. Devers we request that you withhold semi-final and final payments to C. R. O'Neil on Contract No. 3491 until advised further by this office. The withholding of these funds is due to a claim filed against him for damages sustained by Harold Hendricks in an accident.

Very truly yours

Secretary

FAQ:md

NOTED ON CARD

29M REVISED 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 24, 1951

3491

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

Attached, is a copy of the letter I have this day written to C. R. O'Neill relative to a claim which has been filed against him for damage which he is alleged to have caused property belonging to one Harold Hendricks.

I recommend that final payment and semi-final payment be withheld until this claim has been disposed of to the satisfaction of the Highway Commission.

Yours very truly,

J M Devers
J. M. DEVERS

JMD:FRC

REFERRED TO
Quiney
BY SECRETARY

Prepare letter to Hawke & ask him
To withhold payment of Semi final
and final payments until advised
further by this office.
note on card. HBG

[illegible]MMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

August 24, 1951

REGISTERED

Mr. C. R. O'Neill
Route 1
Creswell, Oregon

Dear Mr. O'Neill:

Re: State Highway Construction Contract 3491

This is to advise you that a claim has been filed with the Highway Department by Harold Hendricks for damage which he claims to have sustained by you in connection with the performance of work under your contract No. 3491 with the State of Oregon.

In keeping with the Highway Commission's policies, and in response to its obligations, you are advised that the claim filed must be given proper consideration by you and a satisfactory release filed with the Commission before final payment will be made on your job.

Yours very truly,

JMD:FRC

J. M. DEVERS

cc- Great American
Indemnity Company

Mr. Harold Hendricks

Mr. H. B. Glaisyer

[illegible]

RECEIVED
1 1951
FOR FILING

102-1022

[illegible]

May 16, 1951

Mr. C. R. O'Neil
Route 1
Creswell
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3491, which was awarded to you on April 13, 1951 by the State Highway Commission, for grading and surfacing on the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway in Benton County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 5/16 gl

RECEIVED
APR 1 7 1951
FOR FILING

[illegible]

3491

April 16, 1951

C. R. O'Neil
Box 346
North Powder, Oregon

Dear Sir:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3491 for grading and surfacing the Summit-Lobster Valley Section of the Alsea-Deadwood Secondary Highway about 8 miles south of the town of Alsea, in Benton County. This award was based on your low bid of $117,101 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

3-4200 Division No. 1, District 8, 1941
Reoiling Project on the Mt. Hood
#3472 Highway near Gresham & Sandy

RECEIVED
AUG 1 4 1951
FOR FILING

3-4209

3492

OREGON STATE HIGHWAY COMMISSION
(date)
August 8, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3492	2 Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12773	R-20972	$ 637.36	August 7, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date: July 31, 1951

Time Extensions: None needed

Completion Date: June 22, 1951

Date Accepted: July 16, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 8-9-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: AUG 1 0 1951
DB2

RECEIVED
JUL 24 1951
FOR FILING

2-4207

3492

July 24, 1951

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, Calif.

Gentlemen:

State highway contract No. 3492 for reoiling on the Division No. 1, District B Section of the Mt. Hood Highway in Clackamas and Multnomah Counties was completed by the contractor, J. C. Compton Co., on June 22 and was formally accepted by the Highway Commission on July 16, 1951.

Final payment in the amount of $637.36 will be made on or after August 3, 1951. The total contract amount is $21,245.28, and no force account work was performed on the job.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this job.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

7.24.51

RECEIVED
JUL [illegible] 1951
FOR FILING

3-4209

3492

July 19, 1951

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to J. C. Compton Co. on contract No. 3492, covering Division No. 1, District B Reoiling Project on the Mt. Hood Highway in Clackamas and Multnomah Counties. This payment, in the amount of $20,607.92, will be made on or after July 30, 1951. The retained percentage is $637.36.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

Form E-1-5M-7-49

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

Section Division No. 1, District B

For Week Ending June 23, 1951

Highway Mt. Hood

Kind of work Reoiling

Contractor J. C. Compton Co.

Section prefix 3-4209

Date of contract April 13, 1951

Contract number 3492

Date work started June 11, 1951

Date of completion ...., 19....

Amount of contract $32,846.00

Estimated date of completion July 31, 1951

Per cent of time elapsed 67%

Estimated cost of completed project, exclusive of engineering $34,324.07

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $1,200.00, 46%

Date project was completed June 22, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished reoiling June 20th, and completed maintaining June 22nd, 1951.

NOTED
H. W. LIBBY

NOTED
H.G. SMITH

NOTED
B. A. MARTIN

Signed Tom Opedal

Address P.O. Box 4644, Portland 2, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	Aggregate ~~GRADING~~	150-200 Asph ~~SURFACING~~	RS-1 Emuls. Asph. MAINTENANCE MATERIALS	Oil & Bit. Macadam ~~MIXED BITUMINOUS MACADAM~~	PAVING
Miles in project				21.3	
Miles partially completed					
Miles completed				21.3	
Total estimated quantities	4210 C.Y.	200 Tons	280 Tons	21.3	
Estimated quantities moved or placed to date	4057 C.Y.	195 Tons	245 Tons		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				9+	
Average force on project for week				31	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders 3, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Broom 1, Distributor 1, Tankers 4.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
JUN 27 1951
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
FOR FILING

3-4207

3492

May 15, 1951

J. C. Compton Co.
Box 86
McMinnville
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of Contract No. 3492, which was awarded to you on April 13, 1951 by the State Highway Commission, covering Division No. 1, District B Reoiling Project on the Mt.Hood Highway in Clackamas and Multnomah Counties.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
1951
FOR FILING

3-4207

3492

May 4, 1951

REGISTERED MAIL

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Your contracts No. 3492 for re-oiling on the Mt. Hood Highway near Gresham and Sandy in Clackamas and Multnomah counties and No. 3497 for work on the Prospect-Union Creek Junction and Union Creek Junction-Lost Creek sections in Jackson and Douglas counties have been received in this office fully executed. We are, therefore, returning your certified checks No. 5972 in the amount of $1,250 and No. 5974 in the amount of $25,000.00, which you submitted with your proposals on April 13, 1951.

Contracts as listed below have been fully executed as to bond. Your depositsas second low bidder are, therefore, being returned.

Contract No.	Project	Your Check No.	Kind	Amt.	Successful Bidder
3506	Alder Creek-Philomath	5969	Certified	$9000	Warren Northwest, Inc.
3478	Philomath (F St.- H St.)	5970	"	1000	Warren Northwest, Inc.
3486	Boardman Jct.-Echo	5968	"	2500	Babler Bros.
3490	Div. 1-A Re-oiling	5967	"	1500	Harr & Horton
3502	Weston Re-oiling	5971	"	1250	Standard Asphalt Paving Co., Inc.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED
APR 17 1951
FOR FILING

3-4209

3492

April 16, 1951

J. C. Compton Company
Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3492 for Division No. 1 District B, Re-oiling Project on the Mt. Hood Highway near Gresham and Sandy, in Clackamas and Multnomah Counties. This award was based on your low bid of $23,746 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 5, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3493	3-final	Robt. C. Wilson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15031	R-23136	$ 1,515.75	Aug. 31, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Wicklander
ACCOUNTING DIVISION

- -

Specified Completion Date: August 31,1951

Time Extensions: None required

Completion Date: Aug. 1, 1951

Date Accepted: Aug. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

- -

Date: 9-5-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: SEP 6 1951
Wicklander

RECEIVED
AUG 23 1951
FOR FILING

5-3406

3493

August 22, 1951

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3493 covering construction of maintenance building at Clatskanie in Columbia County was completed by the contractor, Robert C. Wilson, on August 1 and accepted by the Highway Commission on August 20, 1951.

Final payment in the amount of $1,515.75 will be released to the contractor on or after September 1, 1951. The total contract amount is $9,753.90, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Eugene F. Nichols
First National Bank Bldg.
Corvallis, Oregon

NOTED ON CARD

[illegible]

RECEIVED
MAY 17 1951
FOR FILING

5-3416

3493

May 17, 1951

Mr. Robert C. Wilson
1020 North 25th St.
Corvallis, Oregon

Dear Sir:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on April 13, 1951 by the State Highway Commission, as follows:

Contract No. 3493, covering construction of Clatskanie Maintenance Building, Columbia County.

Contract No. 3504, covering construction of maintenance building at Warm Springs Junction in Wasco County.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Returned

RECEIVED
APR 17 1951
FOR FILING

5-3466

3493

April 16, 1951

Robert C. Wilson
1020 North 25th
Corvallis, Oregon

Dear Sir:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3493 for construction of the Clatskanie Maintenance Building at Clatskanie in Columbia County. This award was based on your low bid of $9,810 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

RECEIVED
COMMISSIONERS
FOR FILING

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. B. GLAISYER
SECRETARY

5-8-51
3445

February 21, 1951

Oregon State Highway Commission

NOTED
W. C. WILLIAM

Gentlemen:

Authority is respectfully requested to advertise for the construction of the following buildings for the Maintenance Department, for which designs have been prepared by the Bridge Engineer:

× 1. Clatskanie Maintenance Building - Standard Masonry Block 28' x 52'.

Building only, complete including engineering - - - - - -	$11,530
Grading and surfacing, state force - - - - - - - - - - - -	900
Filling -	900
Fencing and gates - - - - - - - - - - - - - - - - - - -	350
Gas tanks and pumps - - - - - - - - - - - - - - - - - -	1,250
Miscellaneous -	70
Total estimated cost - - - - - - - - - - - - - - - - -	$15,000

2. Prospect - 2 Foremen's Cottages

Houses - 2 only at $13,950 - - - - - - - - - - - - - -	$27,900
Extra Concrete - 2 cu. yds. at $50 - - - - - - - - - - -	100
Septic Tank, Sewer, Water and Power - - - - - - - - - -	600
Total estimated cost - - - - - - - - - - - - - - - - -	$28,600

3. Taft Maintenance Building - Standard Masonry Block 28' x 52'.

Building only, complete including engineering - - - - - -	$11,900
Grading and surfacing - - - - - - - - - - - - - - - - -	1,500
Filling -	500
Fencing and gates - - - - - - - - - - - - - - - - - - -	200
Gas tanks and pumps - - - - - - - - - - - - - - - - - -	1,000
Well and pump (water supply) - - - - - - - - - - - - - -	800
Total estimated cost - - - - - - - - - - - - - - - - -	$16,000

4. Salem Sign Storage Building - Concrete and Steel Construction 38' x 128'.

Building only (including engineering) - - - - - - - - - -	$11,200
Surface and oil grounds - - - - - - - - - - - - - - - -	300
Total estimated cost - - - - - - - - - - - - - - - - -	$11,500

All of the above buildings are included in the 1951 budget approved as to principle and are recommended.

This item will be on the agenda for the February meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Stiffler
Mr. Hawke
Mr. [illegible]

RECEIVED

FOR FILING

FORM E-30 25M 8-50 42266

5-5466

3-15

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1951

SUBJECT: Clatskanie Maintenance Bldg.

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Department

Dear Sir:

Attached hereto are Drawings #S-151-9672-9673-9711 and 9807 which are plans for constructing the 28x52 block masonry maintenance building at Clatskanie, Oregon.

The Right of Way Department is now in the process of acquiring the sight as shown on the attached plot plan, but option has not yet been acquired. However, to avoid any further delay, we request that authority be obtained to advertise and call for bids at the March Highway Commission Meeting if sight has been acquired by that time. This item is on the 1951 Improvement of Maintenance Station Budget.

Mr. Paxson has prepared plans and estimated the building complete with septic tank sewer lines, water and power service, plus engineering and contingencies at $11,531.25.

The following work, which will be done by State force, will be required to complete the installation at this location.

Grading and subsurfacing.		$ 900.00
Surfacing and oil mat.		900.00
Fencing and gates.		350.00
Gas pump, tanks, canopy and island.		1250.00
Misc. Contingencies		68.75
	Sub total. . . .	3468.75
Estimate of Building.		11531.25
	Total.	$15000.00

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

By H. W. Hughlett
H. W. Hughlett
State Bridge Superintendent

Encls.

IAD:HWH:sh

NG

E-90X 10M 5-49 81006

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1951

SUBJECT: Clatskanie Maintenance Station

To: Mr. E. A. Collier
Maintenance & Equipment Engineer
Office

Dear Sir:

Herewith prints from our Drawings S-151, 9672, 9673, 9711, and 9807 which are the plans for the proposed maintenance shed at Clatskanie in Columbia County. Our estimate of the cost of this building is as follows:

Building	All	$9,650.00
Extra Concrete	2 Cu. Yds. at $50	100.00
Septic Tank, Sewer, Water & Power Lines	All	500.00
	Subtotal	$10,250.00
	Plus 12½% Engineering & Contingencies	1,281.25
	TOTAL	$11,531.25

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP/ds
Attached

cc W. W. Stiffler ✓

306-1707 Myrtle Point (Reedsford Road) 1951
Paving Project in Myrtle Point
#3494

RECEIVED
FOR FILING

306-
3494

OREGON STATE HIGHWAY COMMISSION
(date)
Nov. 15, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3494	2-final	Porter W. Yett	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19738	R-28443	$ 500.00	Nov. 16,1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized. A. A. Wicklander

ACCOUNTING DIVISION

~~July 31, 1951~~

Specified Completion Date:
Extended to Aug. 10, 1951 without penalty

Time Extensions:
Aug. 10, 1951

Completion Date:
Sep. 12, 1951

Date Accepted:
None of record

Penalties:
None of record

Claims:

Remarks:

11-19-51

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: V 19
A. A. Wicklander

RECEIVED
NOV [illegible] 1951
FOR FILING

306-1704

3494

October 25, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3494 for paving on the Myrtle Point (Reedsford Road) Section in Coos County was completed by the contractor, Porter W. Yett, on August 10 and was formally accepted by the Highway Commission on September 12, 1951.

Final payment in the amount of $500 will be released to the contractor on or after November 5, 1951. The total contract amount is $11,322.07, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
1951
FOR FILING

336-1727

3494

September 27, 1951

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 12, 1951, had under discussion your request for an extension of time of 11 days, from July 31 to August 10, 1951, within which to complete your contract No. 3494 for paving on the Myrtle Point (Reedsford Road) Section in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

Geo. A. Barnhart,
Resident Engineer

H. G. Smith,
Construction Engineer

[illegible]

RECEIVED
SEP 21 1951
FOR FILING

[illegible] - 1707

3494

September 20, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Porter S. Yett on contract No. 3494, for paving on the Myrtle Point (Reedsford Road) Section in Coos County.

This payment, in the amount of $10,822.07, will be released to the contractor on or after October 1, 1951. The retained percentage is $500.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
1951
FOR FILING

[illegible]

3494

September 11, 1951

Request for extension of time
No. 6
September 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Porter W. Yett for an extension of time on Contract No. 3494, Meadsford Road in Myrtle Point, from July 31, 1951 to August 10, 1951.

The contractor's operations on this project were held up pending preliminary work which was to be done by the City of Myrtle Point. The actual work was started and completed within a three-day period after the City had completed its portion of the work.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

306-1707
3414

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 8-11-51, 19

Section Myrtle Point (Reedsford Road)

Kind of work Paving

Highway City Street

Section prefix 306-1707

Contractor Porter W. Yett

Contract number 3494

Date of contract April 13, 1951, 19

Date of completion July 31, 1951, 19

Date work started August 8,1951, 19

Estimated date of completion August 10, 1951, 19

Amount of contract $ 11,160.00

Per cent of time elapsed 110.5 %

Estimated cost of completed project, exclusive of engineering $ 11,322.07

Per cent of contract completed, based on total contract price Completed %

Engineering cost to date $ 500.00, %

Date project was completed August 10,1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Started paving Wednesday, August 8, 1951-- finished Friday August 10, 1951

NOTED
H. W. LIBBY

RECEIVED
AUG 14 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed Resident Engineer

Address P.O.Box 716 Coquille, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	~~0.34~~				0.34
Miles partially completed					
Miles completed					
Total estimated quantities					981.745
Estimated quantities moved or placed to date					981.745
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
FOR FILING

300 12-9

3494

May 7, 1951

Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 3494, which was awarded to you on April 13, 1951, by the State Highway Commission, covering paving on a city street in Myrtle Point (Reedsford Road) in Coos County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

[illegible]

RECEIVED
APR [illegible] 1951
FOR FILING

306-17-7

3494

Salem, Oregon
April 27, 1951

Mr. J. M. Devers

On April 23 you addressed a letter to Mr. Baldock having reference to the taking of materials from a navigable stream by Porter Yett, for use on a contract south of Coos Bay on which he was recently the low bidder.

I am unable to advise definitely as yet whether or not Porter Yett intends to set up his own plant and obtain the materials for his state contract directly from the bed of the Umpqua River. I have consulted with Mr. Yett in this respect, and he advises me that he is investigating this and there is strong possibility that he will arrange to secure the materials and process them himself, rather than purchase from a commercial operator, on which a royalty would need to be paid.

I will advise you further as soon as I have more definite information regarding this matter.

W. C. Williams

WCW:me

cc Mr. R. H. Baldock

FORM E-30 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1951

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

There has been sent to me for approval the form of contract, No. 3494, with Porter W. Yett, for work in Coos County.

Some days ago I had a telephone call from Mr. Edgar Pierce, Clerk of the State Land Board, and it seems that the question had been raised as to whether or not a royalty would have to be paid to the State Land Board if Porter Yett sublet the furnishing of materials to a commercial operator. It is the opinion of the State Land Board that under those conditions royalty could be collected, and I agree with that interpretation because that is the arrangement under which we have been working.

In this connection, I was told that Porter Yett was planning on setting up a plant and taking materials himself out of a navigable stream and thus avoid the payment of royalty. If he does so no royalty will be collected by the State Land Board, but I find nothing in this agreement that indicates in any way the source from which the materials are to be gotten. If there is a question, it seems to me that it might be well for us to cover the subject in this agreement. What do you think?

Yours very truly,

J M Devers

J. M. DEVERS
Chief Counsel

JMD:AWP

Mr. Williams

Please prepare an answer.

RECEIVED
APR 17 1951
FOR FILING

386-707

3444

April 16, 1951

Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Sir:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3494 for the Mytle Point (Reedsford Road) Paving Project in Myrtle Point in Coos County. This award was based on your low bid of $11,160 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

Salem, Oregon
March 30, 1951

Mr. R. L. Porter
Assistant R/W Engineer

NOTED
J. W. CATTRALL

Attached is a copy of a letter from Mr. P. H. Hulley, Southern Pacific R/W Agent, confirming the R/W easement granted the City of Myrtle Point in connection with the Reedsford Road project.

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

L-9511

Southern Pacific Company

702 PACIFIC BLDG., 520 S. W. YAMHILL ST., PORTLAND 4, OREGON

P. H. HULLEY
TAX AND RIGHT-OF-WAY AGENT
L. A. SITES
ASST. TAX AND RIGHT-OF-WAY AGENT

IN REPLY PLEASE REFER TO
2487

March 28, 1951

Mr. John W. Cattrall
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to your "City of Myrtle Point-Reedsford Road":

At the request of Mr. Jack H. Dunn, am confirming the information given you that an easement is being granted by Southern Pacific Company covering the area the City of Myrtle Point requested, the consideration being the sum of $10.00.

By airmail this morning, am informed that this easement is being handled as quickly as possible.

Yours very truly,

PHH:Z

cc: Messrs.Dement & Dunn
Att: Mr. Jack H. Dunn
Myrtle Point, Oregon

RECEIVED
[illegible]

NOTED
J. W. CATTRALL

March 23, 1951

Mr. Jack H. Dunn
City Attorney
Myrtle Point, Oregon

Dear Sir:

This is to acknowledge receipt of a copy of a deed from John T. and Leeta Arnold and a letter from the S.P. Co. clearing the balance of the right-of-way required in connection with the Reedsford Road project in the City of Myrtle Point.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

ace B. Dement
Jack H. Dunn

Francis C. Meldrum

Telephone 1031

Law Offices of
DEMENT & DUNN
Security Bank Building
MYRTLE POINT, OREGON

March 20, 1951

Mr. John W. Cattrall
Oregon State Highway Commission
Salem, Oregon

Re: City of Myrtle Point-Reedsford Road

Dear Mr. Cattrall:

Pursuant to my telephone conversation of this date with Mr. Hageman of your office, I am enclosing copy of right of way deed which we have obtained from Mr. John T. Arnold and Leta Arnold, his wife, which deed has been executed by Mr. Arnold et ux and placed of record.

Also enclosed is a copy of letter which we received from the Southern Pacific Company advising that it will grant a right of way over property belonging to the Southern Pacific Company. It is my understanding that this letter will be sufficient authority for your commission to proceed to let a contract, and I am requesting Mr. Holley to confirm this by letter directly to your office.

Yours very truly,

DEMENT & DUNN

BY: Jack H. Dunn

JHD:GS
Enclosure

RECEIVED
MAR 23 1951
ENGINEER
COUNTY [illegible]

NOTED
J. W. CATTRALL

January 12, 1951

Mr. Jack H. Dunn
City Attorney
Myrtle Point, Oregon

Dear Sir:

This is to acknowledge receipt of copies of eight deeds covering additional right-of-way required in connection with the proposed special city allotment project on Reedsford Road in the City of Myrtle Point.

A check of our files shows that two parcels of right-of-way remain to be acquired. One parcel, of course, is owned by the S.P.R.R. Company with which you are presently negotiating. The other parcel is described under our right-of-way file no. 16455 - John T. and Lesta G. Arnold. This description was forwarded to the city along with other descriptions on July 13, 1950. It would be appreciated if you will notify this office immediately after the city has obtained a deed or option from both the S.P.R.R. Company and the Arnolds.

The date of accepting bids on this project has been postponed from January 23-24 to the date of the next Highway Commission meeting which will be the latter part of February or the first part of March. A contract cannot be awarded until all right-of-way has been obtained. However, I can assure you the project will not be abandoned.

I wish to thank you for your cooperation in this matter, and if this office can be of any service, do not hesitate to ask.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

Salem, Oregon
January 11, 1951

Mr. Earl F. Saling
Right-of-Way Department

Enclosed are copies of deeds submitted by the City of Myrtle Point covering all parcels of R/W required for the Myrtle Point city project on Reedsford Road with two exceptions.

One exception is R/W File No. 16455. From a brief check of the description, it would appear that the parcel of land described under File No. 16455 is included in the description of R/W File No. 16452. It would be appreciated if you would check your files and inform us as to the status of these two parcels.

The other parcel not covered by the enclosed deeds is R/W File No. 16447. The City of Myrtle Point is presently completing negotiations with the Southern Pacific Railway Co. for this parcel and expects to have a deed within one or two weeks.

John W. Cattrall
Engineer, County and City Relations

By: John F. Hagemann
Field Engineer

JFH:MM
Encl.

Wallace B. Dement
Jack H. Dunn

Francis C. Meldrum

Telephone 1031

Law Offices of
DEMENT & DUNN
Security Bank Building
MYRTLE POINT, OREGON

January 10, 1951

[illegible]
JAN 11 1951
ENGINEER
COUNTY & CITY RELATIONS

Mr. John W. Cattrall
Oregon State Highway Commission
Salem, Oregon

Re: City of Myrtle Point-Reedsford Road

Dear Mr. Cattrall:

I feel that we are in a position where we can say with a high degree of certainty that we will have the necessary right of way to permit the realignment and improvement of the Reedsford Road within the next week or so.

We have obtained deeds from all of the property owners involved with the exception of the Southern Pacific Railroad Company, and I enclose copies of the deeds obtained from each of the parties. I discussed with Mr. Hulley the Land Agent for the Southern Pacific Company the possibility of obtaining a deed from his company within the near future. He advised me that there was no doubt in his mind but what the company would execute a deed to the portion of the right of way which it owns, but he would have to clear with the San Francisco office to determine the amount of the consideration which will have to be paid. The city will pay any amount which the railroad company demands as the city does not expect the amount to exceed eighty dollars. It may be a matter of at least two weeks before an actual deed is received from the Southern Pacific Company.

From my conversation with Mr. Hagerman the other day, it is my understanding that you will be able to proceed and to let the contract even though we do not have a signed deed from the Southern Pacific on its portion of the right of way.

Deeds from the other property owners, copies of which are hereby enclosed, are either of record in the clerk's office of Coos County, or in my possession.

We sincerely hope you will be in a position to let this project out for a bid during the month of January as it has been necessary for us to pay for several of the deeds obtained, and the city has incurred considerable expense and would very much dislike to see the project abandoned at this time.

Very truly yours,

Jack H. Dunn
Jack H. Dunn

JHD:[illegible]
Enclosure

Salem, Oregon
January 4, 1951

Mr. Virgil O'Neil
Assistant Office Engineer

NOTED
J. W. CATTRALL

Attached is a copy of a letter from the City of Myrtle Point stating that the work to be performed by the city in connection with the Special City Allotment Project on Reedsford Road will be completed prior to May 15, 1951.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM
Att.

Salem, Oregon
January 4, 1950

Mr. Forrest Cooper
R/W Engineer

NOTED
J. W. CATTRALL

Attached is a copy of a letter from the City of Myrtle Point re R/W in connection with the Reedsford Road project in that city.

On this date I called Mr. Jack Dunn, City Attorney, and he stated a parcel of land owned by the R.R. was holding up completion of R/W acquisition; however, he also stated the city had agreed to pay the price asked by the R.R. and it was just a matter of railroad red tape until negotiations were completed. Mr. Dunn said he would forward a letter showing the status of R/W in detail. Perhaps his letter will throw more light on the situation.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM
Att.

COPY

— John Cattrall

2 copies

CITY OF MYRTLE POINT

Coos County, Oregon

January 2, 1951

Oregon State Highway Commission
Salem, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Reference your letter of December 19, 1950 regarding preparing specifications for the Reedsford Road in the City of Myrtle Point, and telephone conversation of December 29th.

The moving of Power and Telephone poles and the grading and placing of base rock will be complete prior to May 15, 1951.

The status of the right of way is about complete so I have been informed by the City Attorney just minor details to be worked out and be completed by May 15, 1951.

Very truly yours,

(No signature)

Bert Pearson
Street Commissioner

RECEIVED
JAN 4 1951
ENGINEER
COUNTY & CITY RELATIONS

C
O
P
Y

December 19, 1950

NOTED
J. W. CATTRALL

Mr. Bert Pearson
Street Commissioner
Myrtle Point, Oregon

Dear Sir:

In preparing the specifications for the Reedsford Road Special City Allotment Project in the City of Myrtle Point, we find it necessary to be able to specify a definite date after which the contractor will be able to begin work. In order to do this, we must know when the City will have completed its share of the work which consists of grading and placing of base rock.

A letter to this office advising us accordingly will be appreciated. It is suggested that this grading and placing of base rock be completed prior to May 15, 1951, if at all possible.

A statement as to the status of the right-of-way acquisition would also be appreciated at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

August 30th, 1950

Mr. Bert Pearson
Street Commissioner
Myrtle, Point, Oregon

J. W. CATTRALL

Dear Sir:

NOTED
J. W. CATTRALL

On July 13 this office forwarded to you copies in triplicate of descriptions of right of-way required in connection with the Special Allotment Project on Reedsford Road.

Under the terms of the agreement covering this project, the aquisition of any required right of-way is a city obligation. As it is planned to receive bids on this work at the September State Highway Commission meeting, it is essential that all required right-of-way be obtained and a copy of each deed or option in our hands prior to September 18. Please advise us immediately as to the present status of this matter and, if it appears that the city will not be able to obtain the right-of-way by September 18, the letting date will be adjusted accordingly.

Very truly yours

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engr. County & City Relations

JWC:hlt

FORM E-30 25M 1-50 37598

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 22, 1950

NOTED
J. W. CATTRALL

SUBJECT: Myrtle Point
306-1463

To:

John W. Cattrall
Engineer - County & City Relations

DearSir:

On August 21st we contacted Mr. Meldrum, of the City Attorney's Office, in Myrtle Point regarding the proposed improvements of Reedsford Road in that City.

Mr. Meldrum advised us that there had been no agreement between the State and the City of Myrtle Point designating the work to be done by each. He suggested this agreement be made up in your office and forwarded to the City Attorney's Office for necessary processing. When the agreement is completed, will you please send a copy to this office.

J. W. CATTRALL

It is our understanding that the City is to acquire the right-of-way and construct the roadbed upon which the State is to construct the asphaltic concrete pavement.

Mr. Meldrum also advised us that the acquisition of the right-of-way would be completed on or about August 26th.

Very truly yours,

K. D. LITTLE
Division Engineer

By:

Office Engineer

RECEIVED
AUG 23 1950
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30 25M 6-49 32803

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 7, 1950

SUBJECT: (See below)
Myrtle Point City Section
Reedsford Road

To:

Mr. John W. Cattrall
County & City Relations Engineer
Office

Dear Sir:

Attached hereto in quadruplicate are descriptions as listed below for the City of Myrtle Point to acquire the right of way for the proposed Reedsford Road improvement to the City of Myrtle Point. Also, attached are two prints of our drawing No. 7B-1-7 which we have stamped the date of June 22, 1950. No profile has been submitted to Salem. If a profile is available it can be had from either Resident Engineer C. C. Gall or Curtis C. McKinney. You will note that we have added a grade change clause on each description in case of any change of grade on the City street. This right of way, being a City street, is to be taken in the name of the City and we would very much appreciate a copy of the option or deed for each parcel when obtained in order that any provision or question arising from the acquisition may be considered upon construction.

File No.	Grantor	Area
16446	Rose Garrett and others	0.12 acre
16447	Southern Pacific Railroad Co.	0.006 acre
16448	Frank J. Kaiser	210 sq. feet
16449	Rufus B. How	0.027 acre
16450	T. N. and Agnes A. Brown	0.02 acre
16451	Shell Oil Co.	0.03 acre
16452	Loura Grant	0.12 acre
16453	Fred E. Caffey	0.02 acre
16454	Wm. C. and Elizabeth M.Stevens	0.04 acre
16455	John T. and Lesta G. Arnold	0.02 acre

Yours very truly,

J. M. DEVERS

By Earl F. Saling
EARL F. SALING

EFS/bdr
Enc. (11)
cc: F. Cooper
cc: Don Norlin

File No. 16446

Rose Garret and others

Myrtle Point City Section

Coos County

City Street Highway

Right of Way

J.W.Mc. 6-19-50
G. L. 6-19-50

A parcel of land lying in Section 17, Township 29 South, Range 12 West, W. M., Coos County, Oregon, and being a portion of that property conveyed by that deed to Rose Garret and others, recorded in Book 188, Page 312, of Coos County Records of Deeds. The said parcel being that portion of said property included in a strip of land 40 feet in width, 20 feet on each side of the center line of a city street in the Town of Myrtle Point (Reedsford Road) as said street has been relocated, the North end of said strip of land being at right angles to said center line at Station 0+00 and the South end being coincident with the extended North line of that tract of land; conveyed to Frank J. Kaiser by deed recorded in Book 174, Page 84, of Coos County Record of Deeds, said center line being described as follows:

Beginning at Engineer's center line Station 0+00, said Station being 422.52 feet South and 284.64 feet West of a 2" I. P. being the initial point to the City of Myrtle Point; thence South 12° 45' 30" West 400.5 feet; thence on a 1432.40 foot radius curve left (the long chord of which curve bears South 9° 35' 15" West) 158.54 feet; thence South 6° 25' West 311.54 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 1° 17' 45" East) 256.04 feet to Station 11+26.62, said relocated center line crossing the extended North line of said Kaiser tract approximately at Station 6+86.

The parcel of land to which this description applies contains 0.12 acre.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under Section 100-125, O. C. L. A.

File No. 16447

Southern Pacific Railroad Co.

Myrtle Point Section

Coos County

City Street Highway

Right of Way

J.W.Mc. 6-19-50
G. L. 6-19-50

A parcel of land lying in Section 17, Township 29 South, Range 12 West, W. M., Coos County, Oregon, and being a portion of the property of the Southern Pacific Railroad Co. (Coos Bay-Roseburg and Eastern R. R. and Navigation Co.) The said parcel being that portion of said property included in a strip of land 40 feet in width, 20 feet on each side of the center line of a City Street in the Town of Myrtle Point (Woodsford Road) as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 4+00.50, said Station being 812.52 feet South and 373.64 feet West of a 2" I. P. being the initial point to the City of Myrtle Point; thence on a 1432.40 foot radius curve left (the long chord of which bears South 9° 35' 15" West) 158.54 feet; thence South 6° 25' West 311.54 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 1° 17' 45" West) 256.04 feet to Station 11+26.62, said relocated centerline intersecting the South line produced of the above described property approximately at Station 5+15.

The parcel of land to which this description applies contains 0.006 acre.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under Section 100-125, O. C. L. A.

File No. 16448

Frank J. Kaiser

Myrtle Point City Section

Coos County

City Street Highway

Right of Way

J. W. Mc. 6-19-50
G. L. 6-19-50

A parcel of land lying in Section 17, Township 29 South, Range 12 West, W. M., Coos County, Oregon, and being a portion of that porperty conveyed by that deed to Frank J. Kaiser, recorded in Book 174, Page 84, of Coos County Records of Deeds. The said parcel being that portion of said property included in a strip of land 40 feet in width, 20 feet on each side of the center line of a city street in the Town of Myrtle Point (Reedsford Road) as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 4+00.50, said Station being 812.52 feet South and 373.64 feet West of a 2" I. P. being the initial point to the city of Myrtle Point; thence on a 1432.40 foot radius curve left (the long chord of which curve bears South 9° 35' 15" West) 158.54 feet; thence South 6° 25' West 311.54 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 1° 17' 45" West) 256.04 feet to Station 11+26.62, said relocated center line intersecting the North and South lines (produced) of the above described property approximately at Station 6+86 and 7+16 respectively.

The parcel of land to which this description applies contains 600 square feet, of which 390 square feet lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 210 square feet lie outside of the existing right of way.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under Section 100-125, O. C. L. A.

6

File No. 16449

Rufus B. How

Myrtle Point City Section | City Street Highway

Coos County | Right of Way

J.W.Mc. 6-19-50
G. L. 6-19-50

A parcel of land lying in Lot 1 of Smith's Second Addition to the City of Myrtle Point situated in Section 17, Township 29 South, Range 12 West, W. M., Coos County, Oregon. The said parcel being that portion of said Lot 1 included in a strip of land 40 feet in width, 20 feet on each side of the center line of a city street in the town of Myrtle Point (Reedsford Road) as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 4+00.50, said Station being 812.52 feet South and 373.64 feet West of a 2" I. P. being the initial point to the City of Myrtle Point; thence on a 1432.40 foot radius curve left (the long chord of which curve bears South 9° 35' 15" West) 158.54 feet; thence South 6° 25' West, 311.54 feet; thence on a 1432.40 foot radius curve left(the long chord of which bears South 1° 17' 45" West) 256.04 feet to Station 11+26.62, said relocated center line intersecting the North and South lines (produced) of said Lot 1 approximately at Station 5+15 and Station 7+80 respectively.

The parcel of land to which this description applies contains 0.027 acre.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under Section 100-125, O. C. L. A.

File No. 16450

T. N. and Agnes A. Brown

Myrtle Point City Section

Coos County

City Street Highway

Right of Way

J.W.Mc. 6-19-50
G. L. 6-19-50

A parcel of land lying in the Northeast quarter (NE¼) of Section 17, Township 29 South, Range 12 West, W. M., Coos County, Oregon, and being a portion of that property conveyed by that deed to T. N. and Agnes A. Brown, recorded in Book 150, Page 592, and Book 158, Page 232, of Coos County Records of Deeds. The said parcel being that portion of said property lying South of a Frank J. Kaiser tract (deed recorded in Book 174, Page 84 and included in a strip of land 40 feet in width, 20 feet on each side of the center line of a city street in the Towns of Myrtle Point (Reedsford Road) as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 4+00.50, said Station being 812.52 feet South and 373.64 feet West of a 2" I. P. being the initial point to the city of Myrtle Point; thence on a 1432.40 foot radius curve left (the long chord of which curve bears South 9° 35' 15" West) 158.54 feet; thence South 6° 25' West 311.54 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 1° 17' 45" West) 256.04 feet to Station 11+26.62, said relocated center line intersecting the South line produced of the above described property approximately at Station 8+85.

The parcel of land to which this description applies contains 0.06 acre, of which 0.04 acre lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.02 acre lie outside of the existing right of way.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under Section 100-125, O. C. L. A.

File No. 16451

Shell Oil Co.

Myrtle Point City Section

Coos County

City Street Highway

Right of Way

J.W.Mc. 6-19-50
G. L. 6-19-50

A parcel of land lying in Lot 2 of Smiths 2nd Addition to City of Myrtle Point situated in Section 17, Township 29 South, Range 12 West, W. M., Coos County, Oregon. The said parcel being that portion of said Lot 2 included in a strip of land 40 feet in width, 20 feet on each side of the center line of a city street in the Town of Myrtle Point (Reedsford Road) as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 4+00.50, said Station being 812.52 feet South and 373.64 feet West of a 2" I. P. being the initial point to the City of Myrtle Point; thence on a 1432.40 foot radius curve left (the long chord of which curve bears South 9° 35' 15" West) 158.54 feet; thence South 6° 25' West 311.54 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 1° 17' 45" West) 256.04 feet to Station 11+26.62, said relocated center line intersecting the North and South lines (produced) of said Lot 2 approximately at Station 7+80 and Station 9+41, respectively.

The parcel of land to which this description applies contains 0.03 acre.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under Section 100-125, O. C. L. A.

File No. 16452

Loura Grant

Myrtle Point City Section

Coos County

City Street Highway

Right of Way

J.W.Mc. 6-19-50
G. L. 6-19-50

A parcel of land lying in Section 17, Township 29 South, Range 12 West, W. M., Coos County, Oregon, and being a portion of that property conveyed by that deed to Loura Grant, recorded in Book 105, Page 280, of Coos County Records of Deeds. The said parcel being that portion of said property lying South of a T. N. and Agnes A. Brown tract (deed recorded in Book 158, Page 232) and included in a strip of land 40 feet in width, 20 feet on each side of the center line of a city street in the Town of Myrtle Point (Reedsford Road) as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 8+70.58, said Station being 1258.72 feet South and 434.64 feet West of a 2" I. P. the initial point to the city of Myrtle Point; thence on a 1432.40 foot radius curve left (the long chord of which bears South 1° 17' 45" West) 256.04 feet; thence South 3° 49' 30" East 1158.13 feet to Station 22+84.75, the said relocated center line intersecting the extended South line of said Brown tract approximately at Station 8+85 and intersecting the extended South line of said Grant property approximately at Station 15+04.

The parcel of land to which this description applies contains 0.28 acre, of which 0.16 acre lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.12 acre lie outside of the existing right of way.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under Section 100-125, O. C. L. A.

16453

Fred E. Caffey [illegible]

Myrtle Point City Section
City Street Highway

Coos County
Right of Way

J.W.Mc. 6-19-50
G. L. 6-19-50

A parcel of land lying in Lot 3 of Smiths 2nd Addition to City of Myrtle Point situated in Section 17, Township 29 South, Range 12 West, W. M., Coos County, Oregon. The said parcel being that portion of said Lot 3 included in a strip of land 40 feet in width, 20 feet on each side of the center line of a city street in the Town of Myrtle Point (Weodsford Road) as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 4+00.50, said Station being 812.52 feet South and 373.64 feet West of a 2" I. P. being the initial point to the city of Myrtle Point; thence on a 1432.40 foot radius curve left (the long chord of which curve bears South 9° 35' 15" West) 150.54 feet; thence South 6° 25' West 311.54 feet; thence on a 1432.40 foot radius curve left (the long chord of which bears South 1° 17' 45" West) 256.04 feet to Station 11+26.62, the said relocated center line intersecting the North and South lines (produced) of the said Lot 3 approximately at Stations 9+41 and 10+91, respectively.

The parcel of land to which this description applies contains 0.09 acre, of which 0.07 acre lie within the existing right of way, title to which hereby is acknowledged tobe in the public, and 0.02 acre lie outside of the existing right of way.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under Section 100-125, O. C. L. A.

16454

Wm. C. and Elizabeth M. Stevens

Myrtle Point City Section — City Street Highway

Coos County — Right of Way

J.W.Mc. 6-19-50

A parcel of land lying in Section 17, Township 29 South, Range 12 West, W. M., Coos County, Oregon, and being a portion of that property conveyed by that deed to Wm. C. and Elizabeth M. Stevens, recorded in Book 161, Page 228, and Book 181, Page 140, of Coos County Records of Deeds. The said parcel being that portion of said property included in a strip of land 40 feet in width, 20 feet on each side of the center line of a city street in the Town of Myrtle Point (Reedsford Road) as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 8+70.58, said Station being 1258.72 feet South and 434.64 feet West of a 2" I. P. the initial point to the City of Myrtle Point; thence on a 1432.40 foot radius curve left (the long chord of which bears South 1° 17' 45" West) 256.04 feet; thence South 3° 49' 30" East a distance of 1158.13 feet to Station 22+84.75, said center line intersecting the North and South lines (produced) of said property approximately at Station 15+04 and Station 20+07, respectively.

The parcel of land to which this description applies contains 0.23 acre, of which 0.10 acre lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.04 acre lie outside of the existing right of way.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under Section 100-125, O. C. L. A.

File No. 16455

John T. and Lesta G. Arnold

Myrtle Point City Section

Coos County

City Street Highway

Right of Way
J.W.Mc. 6-19-50
G. L. 6-19-50

Rel. ctn

A parcel of land lying in Section 17, Township 29 South, Range 12 West, W. M., Coos County, Oregon, and being a portion of that property conveyed by that deed to John T. and Lesta G. Arnold, recorded in Book 150, Page 188, of Coos County Recordsof Deeds. The said parcel being that portion of said property included in a strip of land 40 feet in width, 20 feet on each side of the center line of a City Street in the town of Myrlte Point (Reedsford Road) as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 8+70.58, said Station being 1258.72 feet South and 434.64 feet West of a 2 " I. P. the initial point to the City of Myrtle Point; thence on a 1432.40 foot radius curve left (the long chord of which bears South 1° 17' 45" West) 256.04 feet; thence South 3° 49' 30" East 1158.13 feet to Engineer's relocated center line Station 22+84.75 at which station the Southerly end of said strip of land lies at right angles to said center line. Said center line crosses the extended North line of said strip of land) approximately at Station 20+07.

The parcel of land to which this description applies contains 0.13 acre, of which 0.11 acre lie within the existing right of way, title to which hereby is acknowledted to be in the public, and 0.02 acres lie outside of the existing right of way.

The consideration herein named shall be construed to include full compensation for all claims for damages by reason of changes of grade, under Section 100-125, O. C. L. A.

Salem, Oregon
April 14, 1950

Myrtle Point - Your letter
of March 30, 1950

Mr. K. D. Lytle, Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
J. W. CATTRALL

The city officials have signified their intention to procure additional property to increase the present right of way to forty feet.

The mayor stated that Mr. B. A. Martin had promised to obtain the property description for the city so they would know just what to buy. As soon as the city knows just which property and how much to buy, they will take the required legal steps to acquire this property in the name of the city.

By agreement with the city the project is to end at the south property line of the Coos Bay Lumber Company property.

John W. Cattrall
Engineer, County and City Relations

HCA:MM

FORM E-30 25M 9-49 34692

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 30, 1950

SUBJECT: Myrtle Point

To:

John Cattrall, Engr.
County & City Relations

NOTED
J. W. CATTRALL

Dear Sir:

We have been thinking about the job which you propose to do in Myrtle Point but find that there is only thirty feet of available right-of-way. It occurred to me that this is entirely too narrow for such an improvement that you have suggested. I think we should have at least forty feet which can probably secured without taking any houses.

Will you, therefore, please go over to Myrtle Point and see what you can do about widening the right-of-way. I defeinitely think we should not build on this narrow street.

Very truly yours,

K. D. Lytle
K. D. LYTLE
Division Engineer

kdlgg

RECEIVED
MAR 31 1950
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30 25M 9-49 34892

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 3, 1950

SUBJECT: Myrtle Point City Work

To: John W. Cattrall
County & City Relations Engr.

Dear Sir:

I have your letter of February 20th relative to the improvements which we were instructed to make in connection with the road at Myrtle Point.

Martin and Sage looked this matter over yesterday and came to the conclusion that there were many things wrong with the road. In the first place, it will need a good deal of base rock. The right-of-way is, in many places, less than forty feet and the drainage is poor.

TheCity has no money at all with which to do any of this work and I wish you would send some one from your office to determine what we should do. I think it would be best to advise either Martin or me so that we can do over the proposition with you.

I have authority to place the asphaltic concrete with our crews which may save a couple of dollars a ton, if this amount will do any good.

Please let me know when you intend to make this inspection.

Very truly yours,

K. D. Lytle
K. D. LYTLE
Division Engineer

kdl;g

RECEIVED
MAR 6 1950
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION

NOTED
J. W. CATTRALL

7-18-49

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Myrtle Point is an incorporated city of the State of Oregon, and has a population of 1613, as given by the latest official census, and

WHEREAS, the following streets of said city,

Unfinished Portion: That portion from Southern Pacific Depot, South on West Maple Street if extended or portion

"Known as Reedsford Road" to the City Limits, past Coos Bay Lumber Company Loading Plant, approximately 2450 feet-,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: Unfinished Portion: That portion from Southern Pacific Depot, South on West Maple Street if extended, or portion "Known as Reedsford Road" to ~~the City Limits, past~~ Coos Bay Lumber Company loading plant, approximately 2450 feet, are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Myrtle Point does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 18th day of July, 1949

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

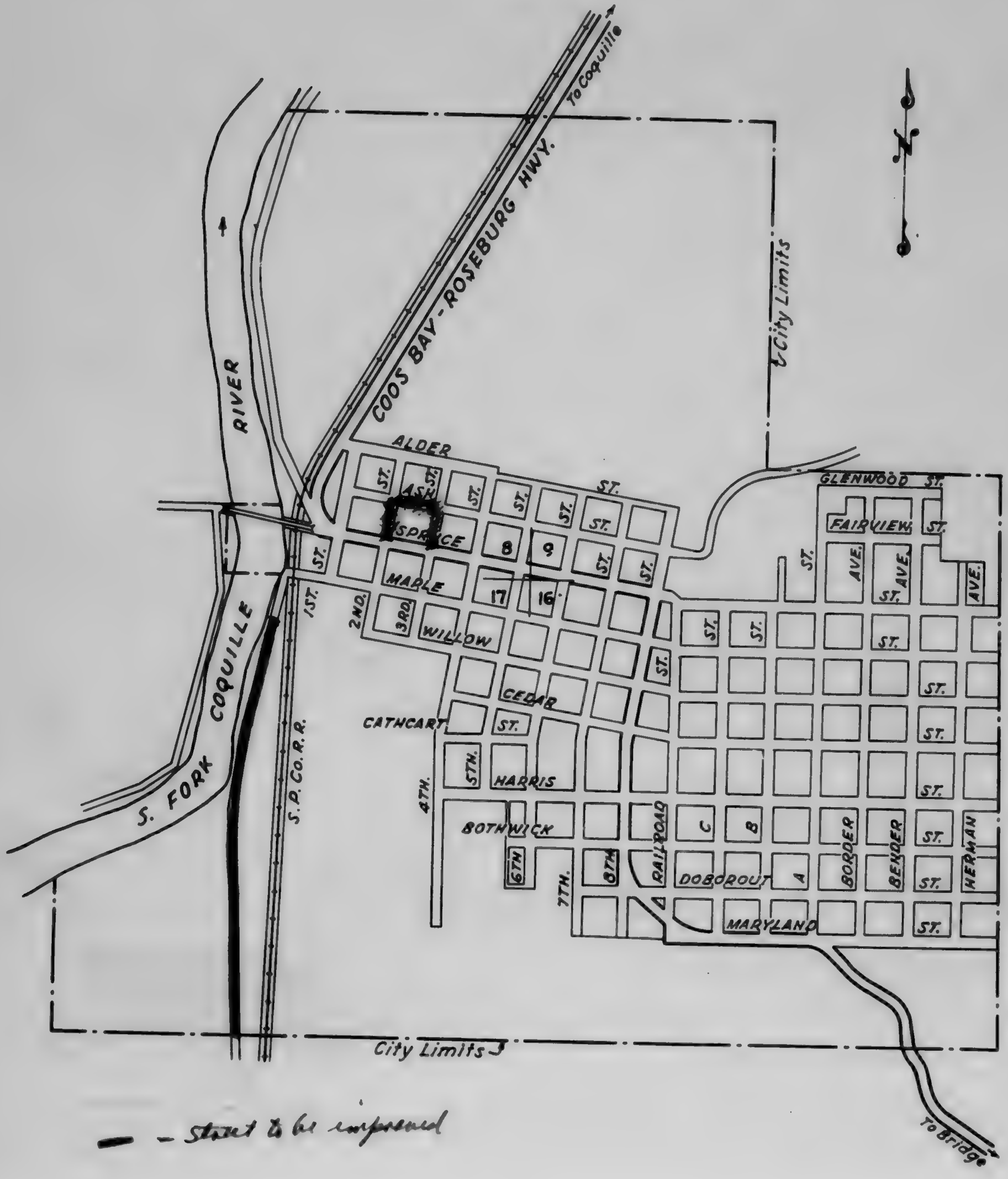
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Myrtle Point at a regular or special meeting of said council, held on the 18th day of July, 1949 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 18th day of July, 1949

C P Moore
City Recorder

MYRTLE POINT

Scale 1" = 800'


To Coquille
COOS BAY - ROSEBURG HWY.
City Limits
N
RIVER
S. FORK COQUILLE
S.P. Co. R.R.
ALDER
ST.
ASH
ST.
SPRUCE
MAPLE
WILLOW
CEDAR
CATHCART
ST.
HARRIS
BOTHWICK
DOBOROUT
MARYLAND
GLENWOOD ST.
FAIRVIEW
AVE.
1ST.
2ND.
3RD.
4TH.
5TH.
6TH.
7TH.
8TH.
RAILROAD
C
B
A
BORDER
BENDER
HERMAN
8
9
17
16
City Limits
To Bridge
— - Street to be improved

S-11C(1) Tumalo-Bend Sec., McKenzie- 1951
Bend Hwy. between Tumalo & Bend
#3495

R. H. Baldoc

January 30th, 1953

FINAL COST ANALYSIS

Tumalo-Bend Section
Contract #3495
S-110(1)

McKenzie-Bend Highway
Prefix 9-1025 S-110(1)

Contractors - Babler Bros. & Rogers Construction Company
Resident Engineer - A. A. Fossen

3495

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All		$20,000		$7,198.73	$20,000.00
Struct. Exc., Unclass.	305.82	Cu. Yd.	$5.00	$4.14	1,264.92	1,529.10
Trench Exc., Unclass.	206.47	" "	5.00	2.03	419.55	1,032.35
Gen. Exc. Loc. "A", Unclass.	150,309.7	" "	0.25	0.21	31,653.98	37,577.43
Gen. Exc. Loc. "~~X~~ B", Unclass.	162,056.7	" "	1.25	1.29	209,250.65	202,570.88
Short Overhaul	801,743.5	Yd. Sta.	0.015	0.015	12,026.15	12,026.15
Long Overhaul	15,078.5	C-Yd. Sta.	0.40	0.40	6,031.40	6,031.40
Finish R/B & Slopes, Main R/B	4.68	Mile	600.00	579.29	2,711.08	2,808.00
Finish R/B & Slopes, Connecting Roads	100%	All	2,000.00		1,366.12	2,000.00
Rounding Cutbanks	2,770	Lin. Ft.	0.20	0.208	578.70	554.00
Reshaping Slopes With Bulldozer	110	Hour	10.00	9.29	1,021.77	1,100.00
12" Concrete Pipe	204	Lin. Ft.	2.00	1.75	357.43	408.00
18" " "	1,770	" "	3.20	3.0~~1~~ 5	5,404.12	5,664.00
36" " "	78	" "	10.00	8.01	625.17	780.00
22" Arch Type Corr. Metal Pipe	80	" "	7.00	5.36	428.93	560.00
29" Arch Type Corr. Metal Pipe	90	" "	10.00	8.65	778.89	900.00
58" Arch Type Corr. Metal Pipe	468	" "	22.00	20.44	9,564.00	10,296.00
18" Corr. Metal Siphon Pipe	232	" "	6.00	5.78	1,341.69	1,392.00
Concrete End Basin	17.29	Cu. Yd.	70.00	59.80	1,033.86	1,210.30
" Sight Posts	80	Each	10.00	8.84	706.88	800.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Selected R/B Topping	48,582	Cu. Yd.	$0.45	$0.416	$20,220.19	$21,861.90
Hauling R/B "	103,337.5	Yd. Mi.	0.12	0.143	14,765.10	12,400.50
3/4"-0" Mat'l. in Level Course & Shoulders	10,470	Cu. Yd.	2.20	1.76	18,403.86	23,034.00
Sprinkling	3,493.55	M/Gal.	2.00	1.88	6,583.47	6,987.10
Prep. of Base, Main R/B	4.68	Mile	200.00	176.49	826.00	936.00
Prep. of Base, Connect. Roads		All	500.00		390.62	500.00
3/4"-0" Mat'l. in Binder Course	842	Cu. Yd.	4.00	3.66	3,085.43	3,368.00
Furn. & Place RC-3 Asphalt in Binder	123.09	Ton	40.00	40.57	4,994.04	4,923.60
Class "B" Asphaltic Concrete	13,425.05	"	7.00	4.584	61,540.43	93,975.35
RS-1 Emuls. Asphalt in Seal Coat	74.37	"	42.00	41.50	3,086.50	3,123.54
Aggregate in Seal Coat	402	Cu. Yd.	5.00	4.41	1,772.25	2,010.00
PA #1, Barb Wire & Metal Post Fence	117.21	Rod	3.50	3.15	369.10	410.24
PA #2, Salvage 1½" Galv. Water Pipe	80	Lin. Ft.	0.25	0.18	14.28	20.00
PA #2, Relay 1½" Galv. Water Pipe	80	" "	0.25	0.15	11.60	20.00
PA #2, Furn. & Place New 1½" Galv. Water Pipe	12	" "	1.00	0.75	8.98	12.00
PA #3, 8" Corr. Metal Siphon Pipe	300	" "	3.50	3.67	1,100.78	1,050.00
PA #3, Struct. Exc.	2	Cu. Yd.	7.50	5.58	11.15	15.00
Force Account					272.51	272.51
Purchase of Excess Crushed Material	3,500	Cu. Yd.	1.25	1.023	3,580.50	4,375.00
					$434,800.81	$488,534.35

Gross Revenue	$488,534.35
Total Cost	434,800.81
Net Profit	$ 53,733.54

Net Profit Equals 11.0% of Gross Revenue

Tumalo-Bend
Contract #3495

Detail of Cost
Babler & Rogers

Labor:

Labor & Supervision	$123,276.98	
Labor Insurance	8,037.39	
		$131,314.37

Materials:

12" Concrete Pipe	204	Lin. Ft.	at $1.12	$ 228.48	
18" " "	1,770	" "	" 2.22	3,929.40	
36" " "	78	" "	" 5.84	455.52	
8" Corr. Metal Siphon	300	" "	" 2.37	711.46	
8" Corr. Metal Bands	14	Each	" 3.16	44.24	
18" Corr. Metal Siphon	232	Lin. Ft.	" 4.39	1,018.48	
18" Corr. Metal Bands	8	Each	" 5.74	45.92	
22" Arch Type Metal Pipe	80	Lin. Ft.	" 3.65	292.00	
22" Arch Type Metal Bands	4	Each	" 4.82	19.28	
29" Arch Type Metal Pipe	90	Lin. Ft.	" 6.36	572.40	
29" Arch Type Metal Bands	5	Each	" 6.67	33.35	
58" Arch Type Metal Pipe	468	Lin. Ft.	" 15.53	7,268.04	
58" Arch Type Metal Bands	23	Each	" 15.20	349.60	
Concrete Sight Posts	80	Each	" 5.52	441.60	
Barb Wire & Metal Post	117.21	Rod	" 2.25	263.72	
1½" Galv. Water Pipe	12	Lin. Ft.	" 0.35	4.20	
RC-3 Asphalt	123.09	Ton	" 24.50	3,015.72	
Freight on RC-3 Asphalt	123.09	"	" 6.58	809.63	
RS-1 Emuls. Asphalt	74.37	"	" 24.86	1,849.48	
Freight on RS-1	74.37	"	" 6.50	482.95	
80-100 Asphalt	747.08	"	" 22.00	16,435.76	
Freight on 80-100 Asph.	747.08	"	" 6.20	4,627.74	
					42,898.97

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$155,468.20	
Equipment Rentals (Hired)	7,307.92	
Gas, Oil & Grease	26,077.40	
Powder	38,931.17	
Caps & Blasting Wire	6,684.73	
Ready Mix Concrete	194.50	
Lumber	341.82	
Fuel Oil	1,038.25	
P.L. & P.D. Insurance	1,570.50	
Small Tools & Misc. Supplies	3,315.40	
Freight & Cartage	3,397.04	
Bond	3,139.79	
Home Office & General Overhead	13,120.75	
		260,587.47

[illegible]tal Cost........................$434,800.81

Tumalo-Bend
Contract #3495

Detail of Cost
Babler & Rogers

Labor:

Labor & Supervision	$123,276.98	
Labor Insurance	8,037.39	
		$131,314.37

Materials:

12" Concrete Pipe	204	Lin. Ft.	at $1.12	$ 228.48	
18" " "	1,770	" "	" 2.22	3,929.40	
36" " "	78	" "	" 5.84	455.52	
8" Corr. Metal Siphon	300	" "	" 2.37	711.46	
8" Corr. Metal Bands	14	Each	" 3.16	44.24	
18" Corr. Metal Siphon	232	Lin. Ft.	" 4.39	1,018.48	
18" Corr. Metal Bands	8	Each	" 5.74	45.92	
22" Arch Type Metal Pipe	80	Lin. Ft.	" 3.65	292.00	
22" Arch Type Metal Bands	4	Each	" 4.82	19.28	
29" Arch Type Metal Pipe	90	Lin. Ft.	" 6.36	572.40	
29" Arch Type Metal Bands	5	Each	" 6.67	33.35	
58" Arch Type Metal Pipe	468	Lin. Ft.	" 15.53	7,268.04	
58" Arch Type Metal Bands	23	Each	" 15.20	349.60	
Concrete Sight Posts	80	Each	" 5.52	441.60	
Barb Wire & Metal Post	117.21	Rod	" 2.25	263.72	
1½" Galv. Water Pipe	12	Lin. Ft.	" 0.35	4.20	
RC-3 Asphalt	123.09	Ton	" 24.50	3,015.72	
Freight on RC-3 Asphalt	123.09	"	" 6.58	809.63	
RS-1 Emuls. Asphalt	74.37	"	" 24.86	1,849.48	
Freight on RS-1	74.37	"	" 6.50	482.95	
80-100 Asphalt	747.08	"	" 22.00	16,435.76	
Freight on 80-100 Asph.	747.08	"	" 6.20	4,627.74	
					42,898.97

Equipment Rentals & Misc. Supplies:

Equipment Rentals (Owned)	$155,468.20	
Equipment Rentals (Hired)	7,307.92	
Gas, Oil & Grease	26,077.40	
Powder	38,931.17	
Caps & Blasting Wire	6,684.73	
Ready Mix Concrete	194.50	
Lumber	341.82	
Fuel Oil	1,038.25	
P.L. & P.D. Insurance	1,570.50	
Small Tools & Misc. Supplies	3,315.40	
Freight & Cartage	3,397.04	
Bond	3,139.79	
Home Office & General Overhead	13,120.75	
		260,587.47

Total Cost $434,800.81

Contract #3495

Breakdown of Crushing Cost

	Amount	Quantity	Unit	Unit Cost
Move In & Set Up	$2,488.63	25,954	Cu. Yd.	$0.096
Haul to Crusher	6,142.90	"	" "	0.236
Crushing	14,376.69	"	" "	0.553
Stockpiling at Plant	2,043.59	"	" "	0.078
	$25,051.81	25,954	Cu. Yd.	$0.963

The crushing plant operated 265 hours, for an average production of 97.9 cu. yds. of 3/4" - 0" per working hour.

Contract #3495

Breakdown of Paving Cost

	Amount	Quantity	Unit	Unit Cost
Move In & Set Up	$3,938.07	13,425.05	Tons	$0.293
Feed Plant	1,214.28	13,425.05	Tons	0.09
Heat & Mix	12,709.20	13,425.05	" "	0.946
Haul to Street	7,003.00	13,425.05	" "	0.521
Street Work	5,337.36	13,425.05	" "	0.397
Asphalt & Freight	21,063.50	13,425.05	" "	1.57
Aggregate	10,310.44	13,425.05	" "	0.768
	$61,575.85	13,425.05	Tons	$4.585

The paving plant operated 110 hours, for an average production of 122 tons per hour.

Remarks:

This was a "Federal Aid Secondary Project". The contract, calling for the construction of 6.12 miles of highway roadbed, construction of 6.12 miles selected roadbed topping and the construction of 6.12 miles of asphaltic concrete pavement, was bid and awarded April 13th, 1951, and completed July 25th, 1952.

The contractor moved in with a small crew and started clearing and grubbing April 13th, 1951, and finished clearing and grubbing May 25th, 1951. The contractor did not start on his grading operations until August 6th, 1951. He then moved in three compressors, two wagon drills and a drilling crew of about twelve men. Approximately 95% of the "B" Excavation was solid lava rock, which required excessive drilling and shooting. Approximately 1.7 pounds of powder was used per cu. yd. of lava. A 2 cu. yd. shovel, two 10 cu. yd. Tourneau-Rockers and D-8 cat and dozer were used on handling the lava rock.

On January 7th, 1952, the contractor moved a 3-crusher plant into the gravel pit located southwest of Station 78 and adjacent to the located highway. Having a short move in with good gravel, the contractor produced cheap crushed materials for this project. All crushed materials were stockpiled at the crushing plant.

A 150-ton per hour Pioneer continuous mix asphaltic concrete paving plant was moved in and set up adjacent to stockpile at Station 78. Paving was started July 7th, 1952, and completed July 19th, 1952. The plant operated 110 hours, for an average production of 122 tons per hour. Having dry material with high production, this item shows a nice profit.

Having adequate equipment with good supervision, this project shows a nice profit.

E. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

RECEIV
OCT
FOR FIL

S-110(6)

October 3, 1952

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

State Highway Contract No. 3495 for grading and paving on the Tumalo-Bend Section of the McKenzie-Bend Highway in Deschutes County was completed by the contractor, Babler and Rogers, on July 25, 1952, and was formally accepted by the Highway Commission on August 18.

Final payment in the amount of $14,900.43 will be released to the contractor on or after October 13. The total contract amount is $484,159.35 of which amount $272.51 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - The Fidelity & Casualty Co. of N.Y.
60 Sansome Street
San Francisco 4, California
Attn: Carroll R. Young

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

Noted on card

RECEIVED
FOR FILING

[illegible]

(CONTRACT NO.) 3495

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 29, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3495	14-Final	Babler & Rogers

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20059	R-52823	$ 14,900.43	10/28/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: None

Completion Date: July 25, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-31-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: OCT 31 1952

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34[illegible]

September 5, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 25, 1952 on Contract No. 3495, Tumalo-Bend Section, in connection with Federal Aid Project No. S-110 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DCP:mlr

cc: John Cattrall

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August 25, 1952

The Fidelity & Casualty Co.of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler & Rogers on contract No.3495, for grading and paving on the Tumalo-Bend Section of the McKenzie-Bend Highway in Deschutes County.

This payment, in the amount of $117,263.05, will be made to the contractor on or after September 3, 1952. The retained percentage is $14,513.16.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
8-25-52

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 9, 1952

Section Tumalo - Bend

Kind of work Grading & Paving

Highway McKenzie -Bend

Section prefix 9-1025

Contractor Babler & Rogers

Contract number 3495

Date of contract April 13, 1951

Date of completion ~~September~~ July 31, 1952

Date work started April 23, 1951

Estimated date of completion July 25, 1952

Amount of contract $ 457,409.00

Adjust Pole Line 3,000.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 488,980.96

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 34,832.72 to compl. %

Date project was completed July 25, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to our Division office on Tuesday.

C.E.1 (Engineers Assistant Arthur W. Schroeder resigned from the party On August 5 and accepted a position with the Armco Pipe Co at Walla Walla, Wash.

Final report

NOTED
H. G. SMITH

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OFFICE OF
CONSTRU[illegible]

Signed Resident Engineer

Address 1290 Wall St, Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.12	6.12		6.12	6.12
Miles partially completed					
Miles completed	6.12	6.12		6.12	6.12
Total estimated quantities	296,410	47,000 11,300		190 Tons 1188 agg	14,000
Estimated quantities moved or placed to date	312,366.4	48,682 10,470		197.46 Tons 1244 Min Agg	13,425.05
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Warm		
Tuesday	All		
Wednesday			
Thursday	Week		
Friday			
Saturday			

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 30, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-110(1)
Tumalo-Bend Section

Gentlemen:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Tron

orm PR 2 (Revised 1946)

18

Federal Aid Secondary

State Oregon

Project No. S-110(1)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of October, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1951, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 26th day of March, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of three hundred ten thousand and 00/100 dollars ($310,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the SE 1/4, Section 25, T. 16 S., R. 11 E., W.M., and survey station 265+80 in the SW 1/4, Section 16, T. 17 S., R. 12 E., W.M., without exception, , length 5.035 miles, in Deschutes County, being Oregon Federal Aid / Secondary project No. S-110(1), consisting of 5.004 miles of roadway and one bridge of more than 20 feet clear span, 0.031 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

10—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of three hundred ten thousand and 00/100 dollars ($310,000.00), which does not exceed the authorized Federal pro rata share of five hundred fourteen thousand, two hundred six and 00/100 dollars ($514,206.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By
Acting Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16--11379-1

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August 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Tumalo-Bend Section, Project No. S-110 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-110 (1)

TUMALO-BEND SECTION OF THE
McKENZIE-BEND HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1951

Type Code 6201
2-Lane Roadway (Sta. 0+00 to 96+00)
(Sta. 132+00 to 248+86.58)

All Required		Clearing and Grubbing (70%)		$ 14,000.00
284	cu. yds.	Structural Excavation, Unclassified	$ 5.00	1,420.00
60	cu. yds.	Trench Excavation, Unclassified	5.00	300.00
96,200	cu. yds.	General Excavation, Location "A", Unclassified	0.25	24,050.00
64,200	cu. yds.	General Excavation, Location "B", Unclassified	1.25	80,250.00
483,600	yd. stas.	Short Overhaul	0.015	7,254.00
6,880	C-yd. stas.	Long Overhaul	0.40	2,752.00
4.00	miles	Finishing Roadbed and Slopes, Main Roadbed	600.00	2,400.00
1,700	lin. ft.	Rounding Cutbanks	0.20	340.00
100	hours	Reshaping Slopes With Bulldozer	10.00	1,000.00
110	lin. ft.	12" Concrete Pipe	2.00	220.00
1,640	lin. ft.	18" Concrete Pipe	3.20	5,248.00
80	lin. ft.	36" Concrete Pipe	10.00	800.00
90	lin. ft.	22" Arch Type Corr. Metal Pipe	7.00	630.00
100	lin. ft.	29" Arch Type Corr. Metal Pipe	10.00	1,000.00
240	lin. ft.	58" Arch Type Corr. Metal Pipe	22.00	5,280.00
240	lin. ft.	18" Corr. Metal Siphon Pipe	6.00	1,440.00
20	cu. yds.	Concrete End Basins	70.00	1,400.00
20	only	Concrete Sight Posts	10.00	200.00
32,400	cu. yds.	Selected Roadbed Topping	0.45	14,580.00
52,200	yd. mi.	Hauling Roadbed Topping	0.12	6,264.00
7,900	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20	17,380.00
830	M-gals.	Sprinkling	2.00	1,660.00
4.00	miles	Preparation of Base, Main Roadbed	200.00	800.00
530	cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,120.00
84	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	40.00	3,360.00

9,900	tons	Class "B" Asphaltic Concrete	$ 7.00	$ 69,300.00
49	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	2,058.00
290	cu. yds.	Aggregate in Seal Coat	5.00	1,450.00
			Subtotal	$268,956.00
			10% Engr. & Cont.	26,895.60
			Total	$295,851.60
		Length of Roadway	4.001 miles	
		Cost per mile	$73,944.41	

Type Code 6201
3-Lane Roadway (Sta. 96+00 to 132+30)

All Required		Clearing and Grubbing (10%)		$ 2,000.00
6	cu. yds.	Structural Excavation, Unclassified	$ 5.00	30.00
53,800	cu. yds.	General Excavation, Location "A", Unclassified	0.25	13,450.00
54,600	cu. yds.	General Excavation, Location "B", Unclassified	1.25	68,250.00
273,000	yd. stas.	Short Overhaul	0.015	4,095.00
2,000	C-yd. stas.	Long Overhaul	0.40	800.00
0.68	mile	Finishing Roadbed and Slopes	600.00	408.00
1,900	lin. ft.	Rounding Cutbanks	0.20	380.00
54	lin. ft.	18" Concrete Pipe	3.20	172.80
20	only	Concrete Sight Posts	10.00	200.00
5,400	cu. yds.	Selected Roadbed Topping	0.45	2,430.00
4,800	yd. mi.	Hauling Roadbed Topping	0.12	576.00
1,300	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20	2,860.00
140	M-gals.	Sprinkling	2.00	280.00
0.68	mile	Preparation of Base, Main Roadbed	200.00	136.00
90	cu. yds.	3/4" - 0 Material in Binder Course	4.00	360.00
14	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	560.00
1,600	tons	Class "B" Asphaltic Concrete	7.00	11,200.00
8	tons	RS-1 Emulsified asphalt in Seal Coat	42.00	336.00
50	cu. yds.	Aggregate in Seal Coat	5.00	250.00
			Subtotal	$108,773.80
			10% Engr. & Cont.	10,877.38
			Total	$119,651.18
		Length of Roadway	0.682 mile	
		Cost per mile, Roadway	$175,441.61	

Type Code 6201
4-Lane Roadway (Sta. 248+86.58 to 265+80)
(Lve. Sta. 251+55 to 266+00)

All Required		Clearing and Grubbing (10%)		$ 2,000.00
60	cu. yds.	Structural Excavation, Unclassified	$ 5.00	300.00
21,000	cu. yds.	General Excavation, Location "B", Unclassified	1.25	26,250.00
13,700	yd. stas.	Short Overhaul	0.015	205.50
All Required		Finishing Roadbed and Slopes, Connecting Roads (50%)		1,000.00
30	lin. ft.	12" Concrete Pipe	2.00	60.00
56	lin. ft.	18" Concrete Pipe	3.20	179.20
210	lin. ft.	58" Arch Type Corr. Metal Pipe	22.00	4,620.00
20	only	Concrete Sight Posts	10.00	200.00
5,200	cu. yds.	Selected Roadbed Topping	0.45	2,340.00
20,000	yd. mi.	Hauling Roadbed Topping	0.12	2,400.00
1,300	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20	2,860.00
130	M-gals.	Sprinkling	2.00	260.00
All Required		Preparation of Base, Connecting Roads (50%)		250.00
90	cu. yds.	3/4" - 0 Material in Binder Course	4.00	360.00
14	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	560.00
1,600	tons	Class "B" Asphaltic Concrete	7.00	11,200.00
8	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	336.00
50	cu. yds.	Aggregate in Seal Coat	5.00	250.00
			Subtotal	$ 55,630.70
			10% Engr. & Cont.	5,563.07
			Total	$ 61,193.77

Length of Roadway 0.594 mile
Cost per mile $103,019.81

Type Code X021
Bridge (Sta. 84+79 to 86+42)

All Required		Shoring, Cribbing, Etc.		$ 2,500.00
340	cu. yds.	Structural Excavation	$ 8.00	2,720.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00
326	cu. yds.	Class "A" Concrete	60.00	19,560.00
79,300	lbs.	Metal Reinforcement	0.115	9,119.50
			Subtotal	$ 34,099.50
			10% Engr. & Cont.	3,409.95
			Total	$ 37,509.45

Length of Bridge .031 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$295,851.60	$178,361.00	$117,490.60
3-Lane Roadway	119,651.18	72,134.00	47,517.18
4-Lane Roadway	61,193.77	36,892.00	24,301.77
Bridge	37,509.45	22,613.00	14,896.45
	$514,206.00	$310,000.00	$204,206.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-110 (1)

TUMALO-BEND SECTION OF THE
McKENZIE-BEND HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1951

Type Code 6201
2-Lane Roadway (Sta. 0+00 to 96+00)
(Sta. 132+00 to 248+86.58)

All Required		Clearing and Grubbing (70%)		$ 14,000.00
284	cu. yds.	Structural Excavation, Unclassified	$ 5.00	1,420.00
60	cu. yds.	Trench Excavation, Unclassified	5.00	300.00
96,200	cu. yds.	General Excavation, Location "A", Unclassified	0.25	24,050.00
64,200	cu. yds.	General Excavation, Location "B", Unclassified	1.25	80,250.00
483,600	yd. stas.	Short Overhaul	0.015	7,254.00
6,880	C-yd. stas.	Long Overhaul	0.40	2,752.00
4.00	miles	Finishing Roadbed and Slopes, Main Roadbed	600.00	2,400.00
1,700	lin. ft.	Rounding Cutbanks	0.20	340.00
100	hours	Reshaping Slopes With Bulldozer	10.00	1,000.00
110	lin. ft.	12" Concrete Pipe	2.00	220.00
1,640	lin. ft.	18" Concrete Pipe	3.20	5,248.00
80	lin. ft.	36" Concrete Pipe	10.00	800.00
90	lin. ft.	22" Arch Type Corr. Metal Pipe	7.00	630.00
100	lin. ft.	29" Arch Type Corr. Metal Pipe	10.00	1,000.00
240	lin. ft.	58" Arch Type Corr. Metal Pipe	22.00	5,280.00
240	lin. ft.	18" Corr. Metal Siphon Pipe	6.00	1,440.00
20	cu. yds.	Concrete End Basins	70.00	1,400.00
20	only	Concrete Sight Posts	10.00	200.00
32,400	cu. yds.	Selected Roadbed Topping	0.45	14,580.00
52,200	yd. mi.	Hauling Roadbed Topping	0.12	6,264.00
7,900	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20	17,380.00
830	M-gals.	Sprinkling	2.00	1,660.00
4.00	miles	Preparation of Base, Main Roadbed	200.00	800.00
530	cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,120.00
84	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	40.00	3,360.00

9,900	tons	Class "B" Asphaltic Concrete	$ 7.00	$ 69,300.00
49	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	2,058.00
290	cu. yds.	Aggregate in Seal Coat	5.00	1,450.00
			Subtotal	$268,956.00
			10% Engr. & Cont.	26,895.60
			Total	$295,851.60

Length of Roadway 4.001 miles
Cost per mile $73,944.41

Type Code 6201
3-Lane Roadway (Sta. 96+00 to 132+00)

All Required		Clearing and Grubbing (10%)		$ 2,000.00
6	cu. yds.	Structural Excavation, Unclassified	$ 5.00	30.00
53,800	cu. yds.	General Excavation, Location "A", Unclassified	0.25	13,450.00
54,600	cu. yds.	General Excavation, Location "B", Unclassified	1.25	68,250.00
273,000	yd. stas.	Short Overhaul	0.015	4,095.00
2,000	C-yd. stas.	Long Overhaul	0.40	800.00
0.68	mile	Finishing Roadbed and Slopes	600.00	408.00
1,900	lin. ft.	Rounding Cutbanks	0.20	380.00
54	lin. ft.	18" Concrete Pipe	3.20	172.80
20	only	Concrete Sight Posts	10.00	200.00
5,400	cu. yds.	Selected Roadbed Topping	0.45	2,430.00
4,800	yd. mi.	Hauling Roadbed Topping	0.12	576.00
1,300	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20	2,860.00
140	M-gals.	Sprinkling	2.00	280.00
0.68	mile	Preparation of Base, Main Roadbed	200.00	136.00
90	cu. yds.	3/4" - 0 Material in Binder Course	4.00	360.00
14	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	560.00
1,600	tons	Class "B" Asphaltic Concrete	7.00	11,200.00
8	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	336.00
50	cu. yds.	Aggregate in Seal Coat	5.00	250.00
			Subtotal	$108,773.80
			10% Engr. & Cont.	10,877.38
			Total	$119,651.18

Length of Roadway 0.682 mile
Cost per mile, Roadway $175,441.61

Type Code 6201
4-Lane Roadway (Sta. 248+86.58 to 265+80)
(Pave. Sta. 251+55 to 266+00)

All Required		Clearing and Grubbing (10%)		$ 2,000.00
60	cu. yds.	Structural Excavation, Unclassified	$ 5.00	300.00
21,000	cu. yds.	General Excavation, Location "B", Unclassified	1.25	26,250.00
13,700	yd. stas.	Short Overhaul	0.015	205.50
All Required		Finishing Roadbed and Slopes, Connecting Roads (50%)		1,000.00
30	lin. ft.	12" Concrete Pipe	2.00	60.00
56	lin. ft.	18" Concrete Pipe	3.20	179.20
210	lin. ft.	58" Arch Type Corr. Metal Pipe	22.00	4,620.00
20	only	Concrete Sight Posts	10.00	200.00
5,200	cu. yds.	Selected Roadbed Topping	0.45	2,340.00
20,000	yd. mi.	Hauling Roadbed Topping	0.12	2,400.00
1,300	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.20	2,860.00
130	M-gals.	Sprinkling	2.00	260.00
All Required		Preparation of Base, Connecting Roads (50%)		250.00
90	cu. yds.	3/4" - 0 Material in Binder Course	4.00	360.00
14	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	560.00
1,600	tons	Class "B" Asphaltic Concrete	7.00	11,200.00
8	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	336.00
50	cu. yds.	Aggregate in Seal Coat	5.00	250.00
			Subtotal	$ 55,630.70
			10% Engr. & Cont.	5,563.07
			Total	$ 61,193.77

Length of Roadway 0.594 mile
Cost per mile $103,019.81

Type Code X021
Bridge (Sta. 84+79 to 86+42)

All Required		Shoring, Cribbing, Etc.		$ 2,500.00
340	cu. yds.	Structural Excavation	$ 8.00	2,720.00
20	cu. yds.	Structural Excavation Below Elevation Shown	10.00	200.00
326	cu. yds.	Class "A" Concrete	60.00	19,560.00
79,300	lbs.	Metal Reinforcement	0.115	9,119.50
			Subtotal	$ 34,099.50
			10% Engr. & Cont.	3,409.95
			Total	$ 37,509.45

Length of Bridge .031 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$295,851.60	$178,361.00	$117,490.60
3-Lane Roadway	119,651.18	72,134.00	47,517.18
4-Lane Roadway	61,193.77	36,892.00	24,301.77
Bridge	37,509.45	22,613.00	14,896.45
	$514,206.00	$310,000.00	$204,206.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-110 (1)

TUMALO-BEND SECTION OF THE
McKENZIE-BEND HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 26, 1951

Type Code 6201
2-Lane Roadway (Sta. 0+00 to 96+00)
(Sta. 132+00 to 248+86.58)

All Required		Clearing and Grubbing (70%)		$ 5,250.00
284	cu. yds.	Structural Excavation, Unclassified	$ 5.00	1,420.00
60	cu. yds.	Trench Excavation, Unclassified	5.00	300.00
96,200	cu. yds.	General Excavation, Location "A", Unclassified	0.22	21,164.00
64,200	cu. yds.	General Excavation, Location "B", Unclassified	1.40	89,880.00
483,600	yd. sta.	Short Overhaul	0.02	9,672.00
6,880	C-yd. sta.	Long Overhaul	0.50	3,440.00
4.00	miles	Finishing Roadbed and Slopes, Main Roadbed	600.00	2,400.00
1,700	lin. ft.	Rounding Cutbanks	0.15	255.00
100	hours	Reshaping Slopes With Bulldozer	10.00	1,000.00
110	lin. ft.	12" Concrete Pipe	2.50	275.00
1,640	lin. ft.	18" Concrete Pipe	3.50	5,740.00
80	lin. ft.	36" Concrete Pipe	10.00	800.00
90	lin. ft.	22" Arch Type Corr. Metal Pipe	6.00	540.00
100	lin. ft.	29" Arch Type Corr. Metal Pipe	8.50	850.00
240	lin. ft.	58" Arch Type Corr. Metal Pipe	25.00	6,000.00
240	lin. ft.	18" Corr. Metal Siphon Pipe	5.00	1,200.00
20	cu. yds.	Concrete End Basins	65.00	1,300.00
20	only	Concrete Sight Posts	10.00	200.00
32,400	cu. yds.	Selected Roadbed Topping	0.50	16,200.00
52,200	yd. mi.	Hauling Roadbed Topping	0.20	10,440.00
7,900	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.00	15,800.00
830	M-Gal.	Sprinkling	2.50	2,075.00
4.00	miles	Preparation of Base, Main Roadbed	200.00	800.00
530	cu. yds.	3/4" - 0 Material in Binder Course	3.50	1,855.00
84	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	42.00	3,528.00

9,900	tons	Class "B" Asphaltic Concrete	$ 6.25	$ 61,875.00
49	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	2,205.00
290	cu. yds.	Aggregate in Seal Coat	4.50	1,305.00
		Subtotal		$267,769.00
		10% Engr. & Cont.		26,776.90
		Total		$294,545.90

Length of Roadway 4.001 miles
Cost per mile $73,618.07

Type Code 6201

3-Lane Roadway (Sta. 96+00 to 132+00)

All Required		Clearing and Grubbing (10%)		$ 750.00
6	cu. yds.	Structural Excavation, Unclassified	$ 5.00	30.00
53,800	cu. yds.	General Excavation, Location "A", Unclassified	0.22	11,836.00
54,600	cu. yds.	General Excavation, Location "B", Unclassified	1.40	76,440.00
273,000	yd. sta.	Short Overhaul	0.02	5,460.00
2,000	C-yd. sta.	Long Overhaul	0.50	1,000.00
0.68	mile	Finishing Roadbed and Slopes	600.00	408.00
1,900	lin. ft.	Rounding Cutbanks	0.15	285.00
54	lin. ft.	18" Concrete Pipe	3.50	189.00
20	only	Concrete Sight Posts	10.00	200.00
5,400	cu. yds.	Selected Roadbed Topping	0.50	2,700.00
4,800	yd. mi.	Hauling Roadbed Topping	0.20	960.00
1,300	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.00	2,600.00
140	M-gal.	Sprinkling	2.50	350.00
0.68	mile	Preparation of Base	200.00	136.00
90	cu. yds.	3/4" - 0 Material in Binder Course	3.50	315.00
14	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	42.00	588.00
1,600	tons	Class "B" Asphaltic Concrete	6.25	10,000.00
8	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	360.00
50	cu. yds.	Aggregate in Seal Coat	4.50	225.00
		Subtotal		$114,832.00
		10% Engr. & Cont.		11,483.20
		Total		$126,315.20

Length of Roadway 0.682 mile
Cost per mile, Roadway $185,212.90

Type Code 6201
4-Lane Roadway (Sta. 248+86.58 to 265+80)
(Wye, Sta. 251+55 to 266+00)

All Required	Clearing and Grubbing (10%)		$ 750.00
60 cu. yds.	Structural Excavation, Unclassified	$ 5.00	300.00
21,000 cu. yds.	General Excavation, Location "B", Unclassified	1.40	29,400.00
13,700 yd. sta.	Short Overhaul	0.02	274.00
All Required	Finishing Roadbed and Slopes, Connecting Roads (50%)		450.00
30 lin. ft.	12" Concrete Pipe	2.50	75.00
56 lin. ft.	18" Concrete Pipe	3.50	196.00
210 lin. ft.	58" Arch Type Corr. Metal Pipe	25.00	5,250.00
20 only	Concrete Sight Posts	10.00	200.00
5,200 cu. yds.	Selected Roadbed Topping	0.50	2,600.00
20,000 yd. mi.	Hauling Roadbed Topping	0.20	4,000.00
1,300 cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.00	2,600.00
130 M-gal.	Sprinkling	2.50	325.00
All Required	Preparation of Base, Connecting Roads (50%)		150.00
90 cu. yds.	3/4" - 0 Material in Binder Course	3.50	315.00
14 tons	Furnishing and Placing RC-3 Asphalt in Binder Course	42.00	588.00
1,600 tons	Class "B" Asphaltic Concrete	6.25	10,000.00
8 tons	MS-1 Emulsified Asphalt in Seal Coat	45.00	360.00
50 cu. yds.	Aggregate in Seal Coat	4.50	225.00
		Subtotal	$ 58,058.00
		10% Engr. & Cont.	5,805.80
		Total	$ 63,863.80

Length of Roadway 0.594 mile
Cost per mile $107,514.81

Type Code X021
Bridge (Sta. 84+79 to 86+42)

All Required	Shoring, Cribbing, Etc.		$ 2,500.00
340 cu. yds.	Structural Excavation	$ 5.00	1,700.00
20 cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
326 cu. yds.	Class "A" Concrete	60.00	19,560.00
79,300 lbs.	Metal Reinforcement	0.12	9,516.00
		Subtotal	$ 33,376.00
		10% Engr. & Cont.	3,337.60
		Total	$ 36,713.60

Length of Bridge 0.031 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$294,545.90	$175,110.00	$119,435.90
3-Lane Roadway	126,315.20	75,096.00	51,219.20
4-Lane Roadway	63,863.80	37,967.00	25,896.80
Bridge	36,713.60	21,827.00	14,886.60
	$521,438.50	$310,000.00	$311,438.50

(7)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds		State Funds	
2-Lane Roadway	$294,545.90	~~$141,218.00~~	175,110-	~~$153,327.90~~	119435-9
3-Lane Roadway	126,315.20	~~60,561.00~~	75096-	~~65,754.20~~	51219.20
4-Lane Roadway	63,863.80	~~30,619.00~~	37967-	~~33,244.80~~	25896.80
Bridge	36,713.60	~~17,602.00~~	21827-	~~19,111.60~~	14886.60
	$521,438.50	~~$250,000.00~~ 310,000.00		~~$271,438.00~~	311,438.5

March 28, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-110(1), Tumalo-Bend Section of the McKenzie-Bend Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is your authority to advertise for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

It is requested the project agreement estimate be corrected to reflect only the mileage of the main line on the four lane section. As submitted in the estimate with the plans, the west bound lane station 251+55 to station 266+00 was computed as additional mileage.

Very truly yours,

C. G. POLK
Acting District Engineer

EIVED
FILING

June 20, 1951

Mr. R. E. Anderson
General Plant Engineer
The Pacific Telephone and Telegraph Company
Portland, Oregon

Dear Sir:

This is your authority to bill the Oregon State Highway Commission for the reconstruction of your Bend-The Dalles Toll Lead between Tumalo and Bend in the amount of 72% of the total actual cost (less depreciation and salvage value of the portions removed), estimated to cost $5,000, in accordance with the plans submitted to us in your letter of June 13, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

[illegible] W. Stiffler
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. M. H. Hawke
Mr. W. E. Chandler

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, June 13, 1951

Mr. H. G. Smith
Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Attached are copies of the proposed relocation of our Bend-The Dalles Toll Lead near Bend, Oregon, which will have to be rearranged to clear the construction activities of your new Tumalo-Bend section of the McKenzie-Bend Highway.

As discussed with your Mr. Chandler at Bend, it is desirable that our line be relocated east of the proposed highway intersection to eliminate crossing your center lines six times and to place our line in a position which will not interfere with present and future highway work.

Also shown on the attached print, is a section of the line which we are desirous in relocating to clear an unsatisfactory plant condition and for which we will bear the cost of relocation.

If this plan meets with your approval, we would appreciate receiving your authorization to bill The Oregon State Highway Commission 72% of the total actual cost of the work involved, less depreciation and salvage value of the units removed, which is estimated to be $5,000.00.

Yours very truly,

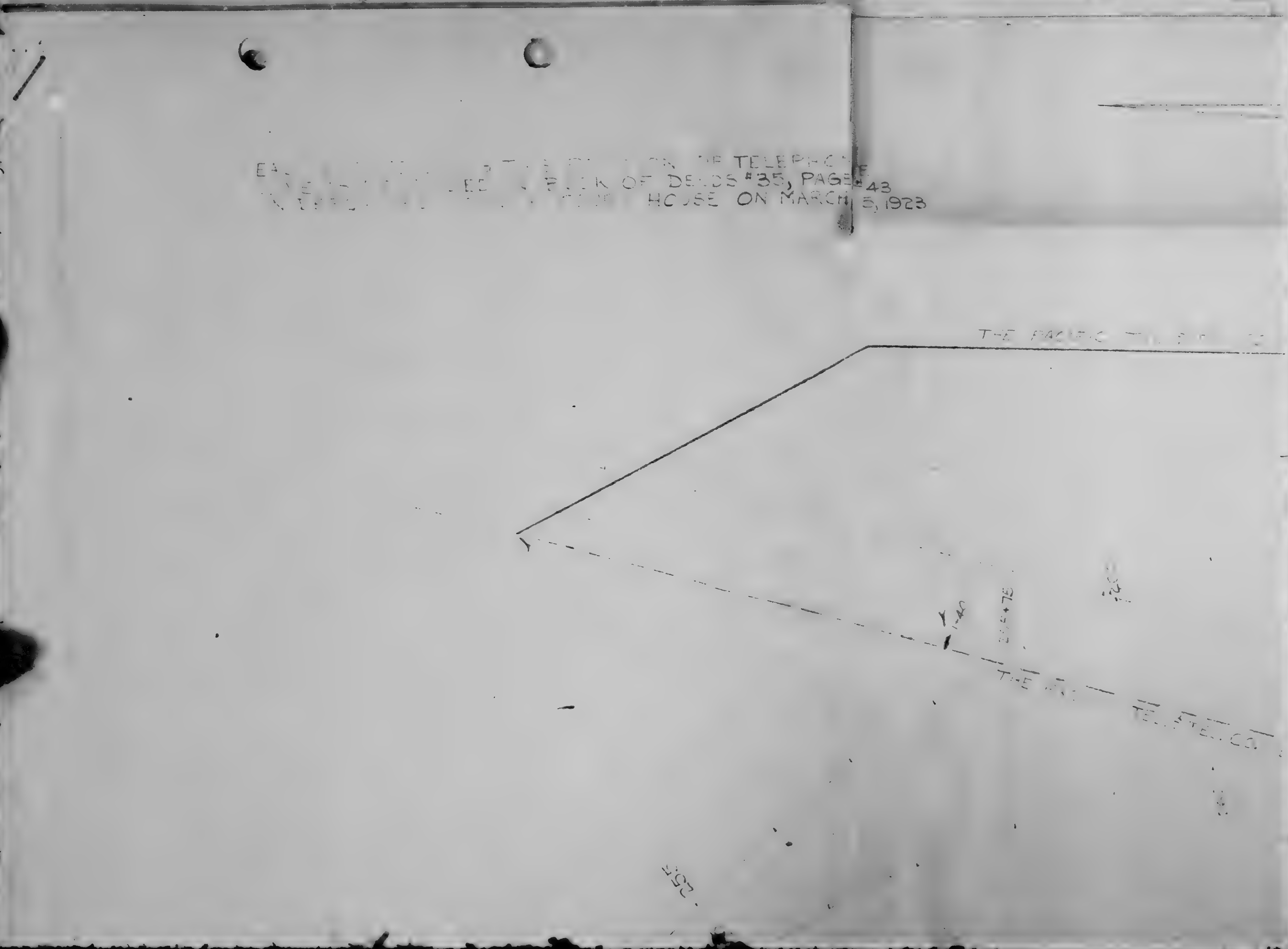
THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

R. E. ANDERSON
GENERAL PLANT ENGINEER

R. E. Anderson
General Plant Engineer

JDY:mo
cc: W. E. Chandler
Division Engineer
Oregon State Hwy. Commission
Bend, Oregon

NOT [illegible]
W. A. [illegible]

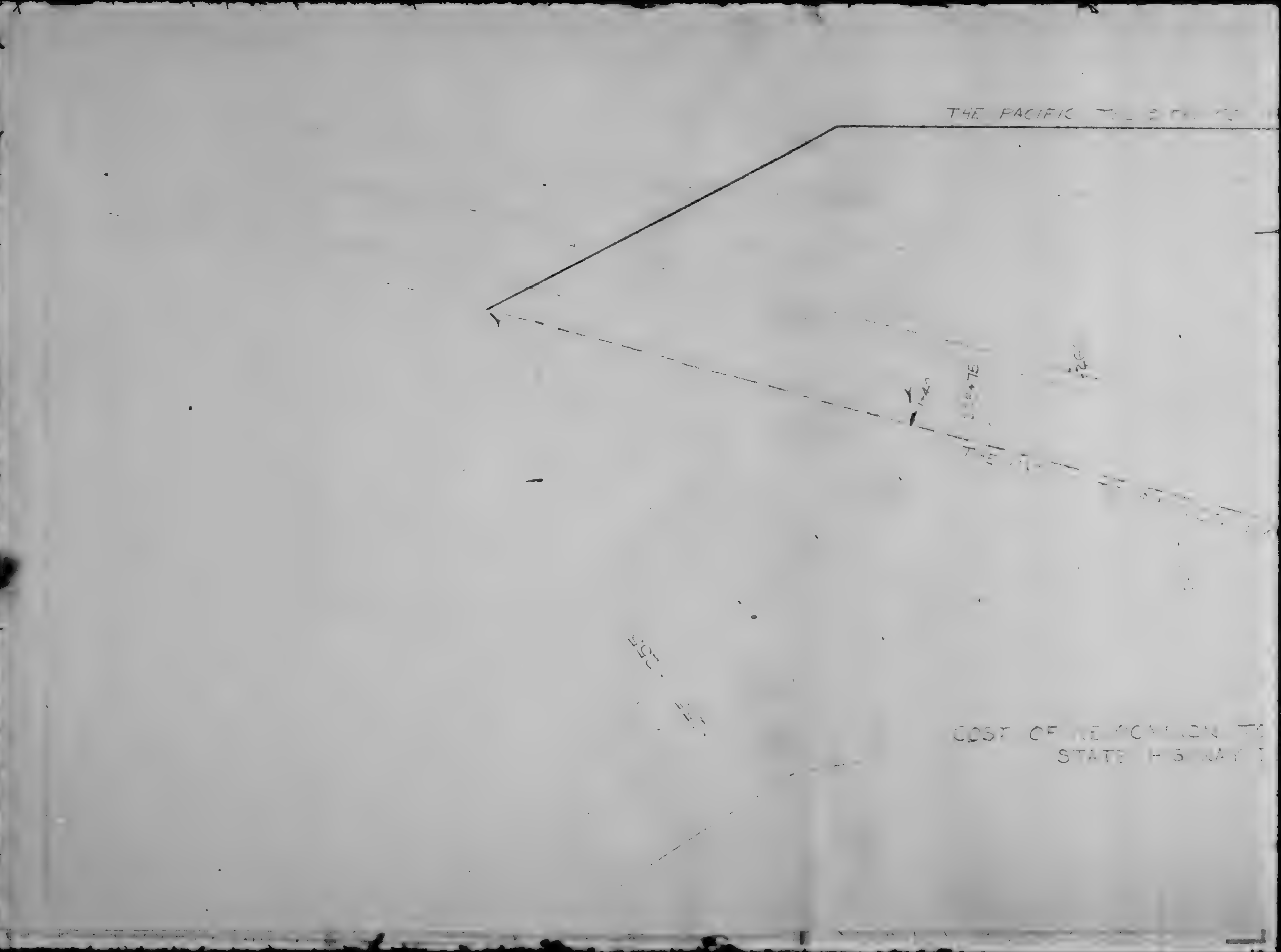


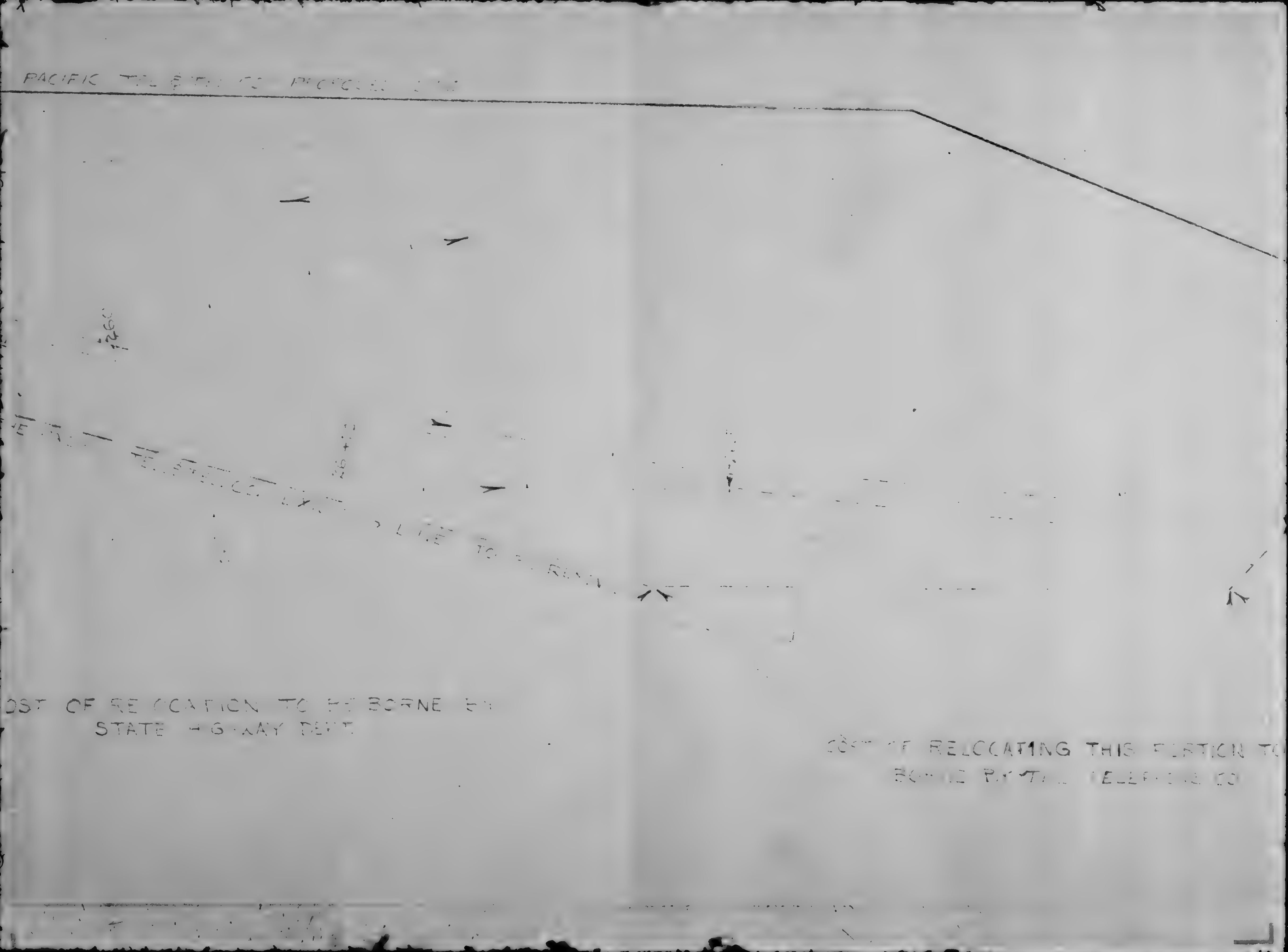
TELEPHONE
BOOK OF DEEDS #35, PAGE #43
HOUSE ON MARCH 5, 1923
THE PACIFIC
THE
TEL. & TEL. CO.
+75
255

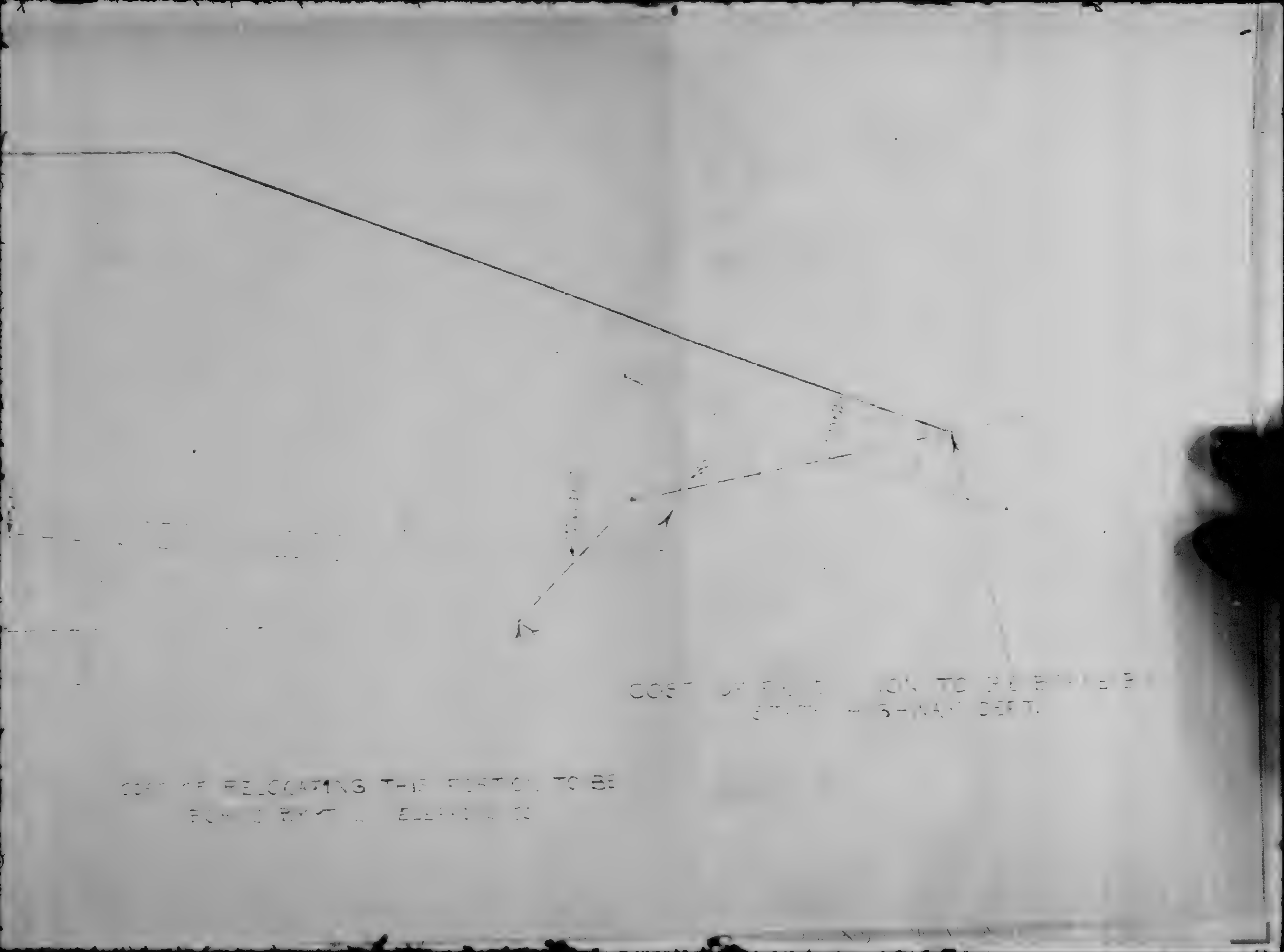
23
THE PACIFIC TEL
N
1+40
+75
+26
TO EL

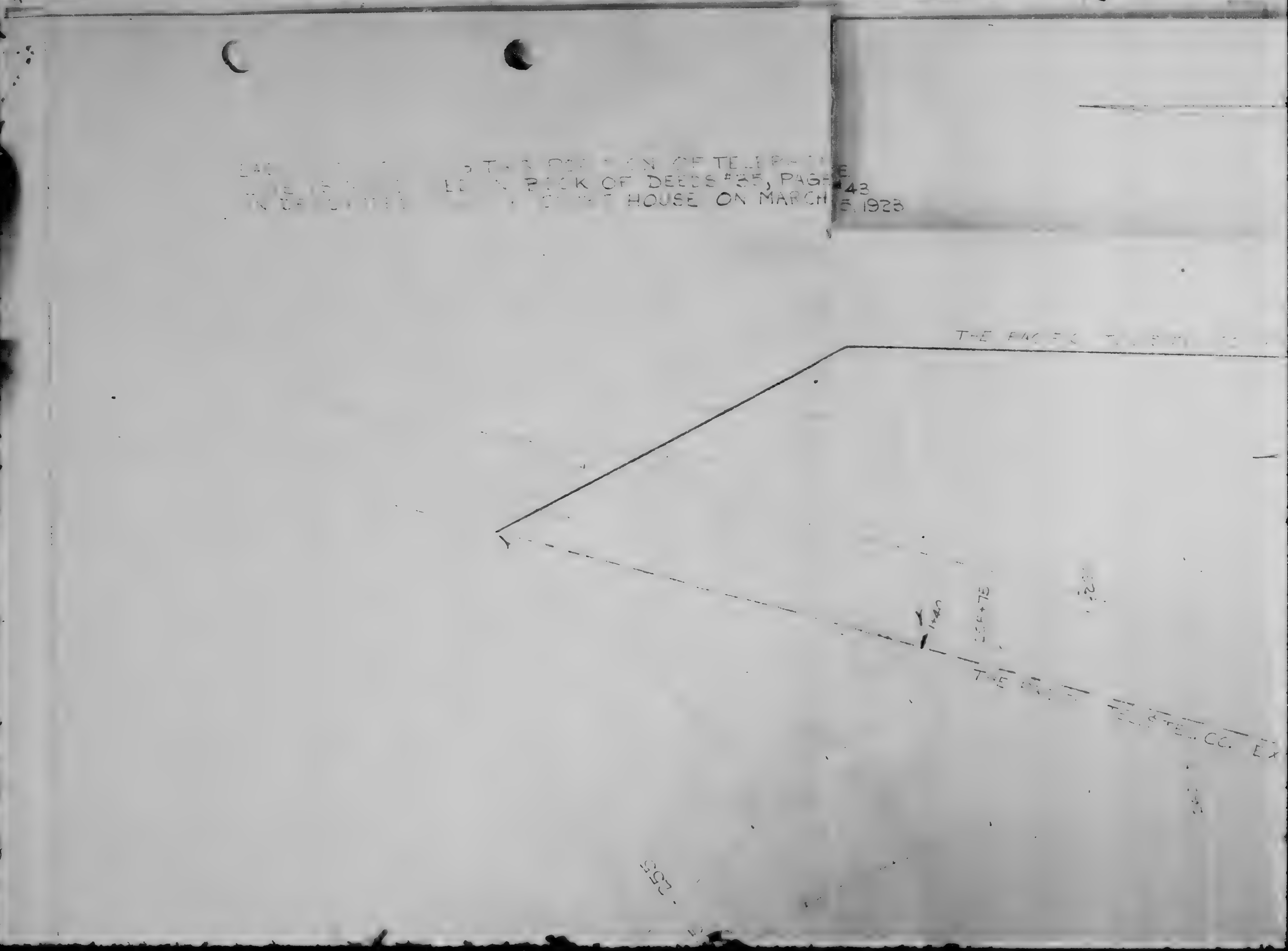
BEND-TUMALO
STATE HIGHWAY RELOCATION

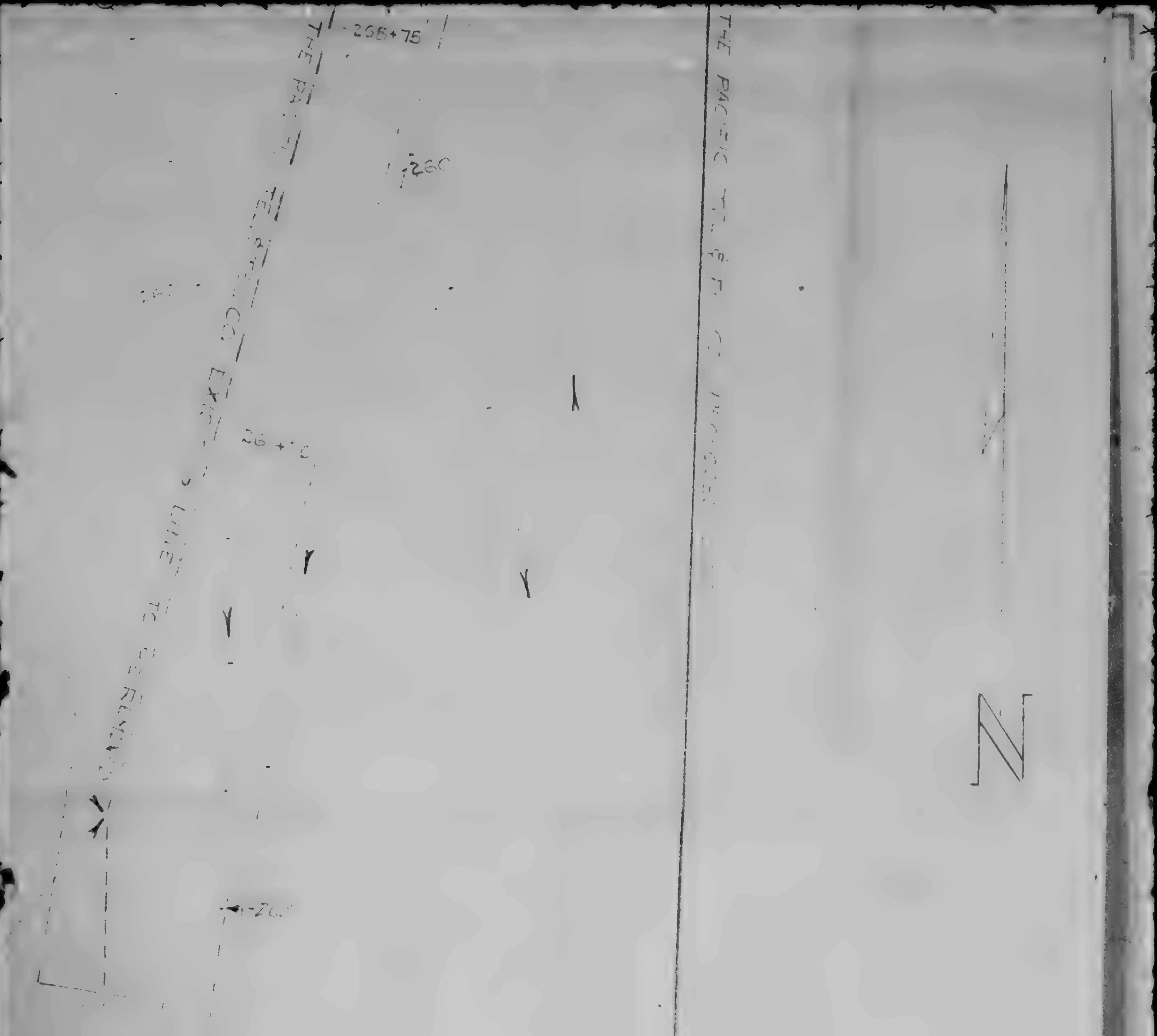
COST OF RELOCATION TO BE BORNE BY
STATE HIGHWAY DEPT.


THE PACIFIC
115+75
COST OF
STATE

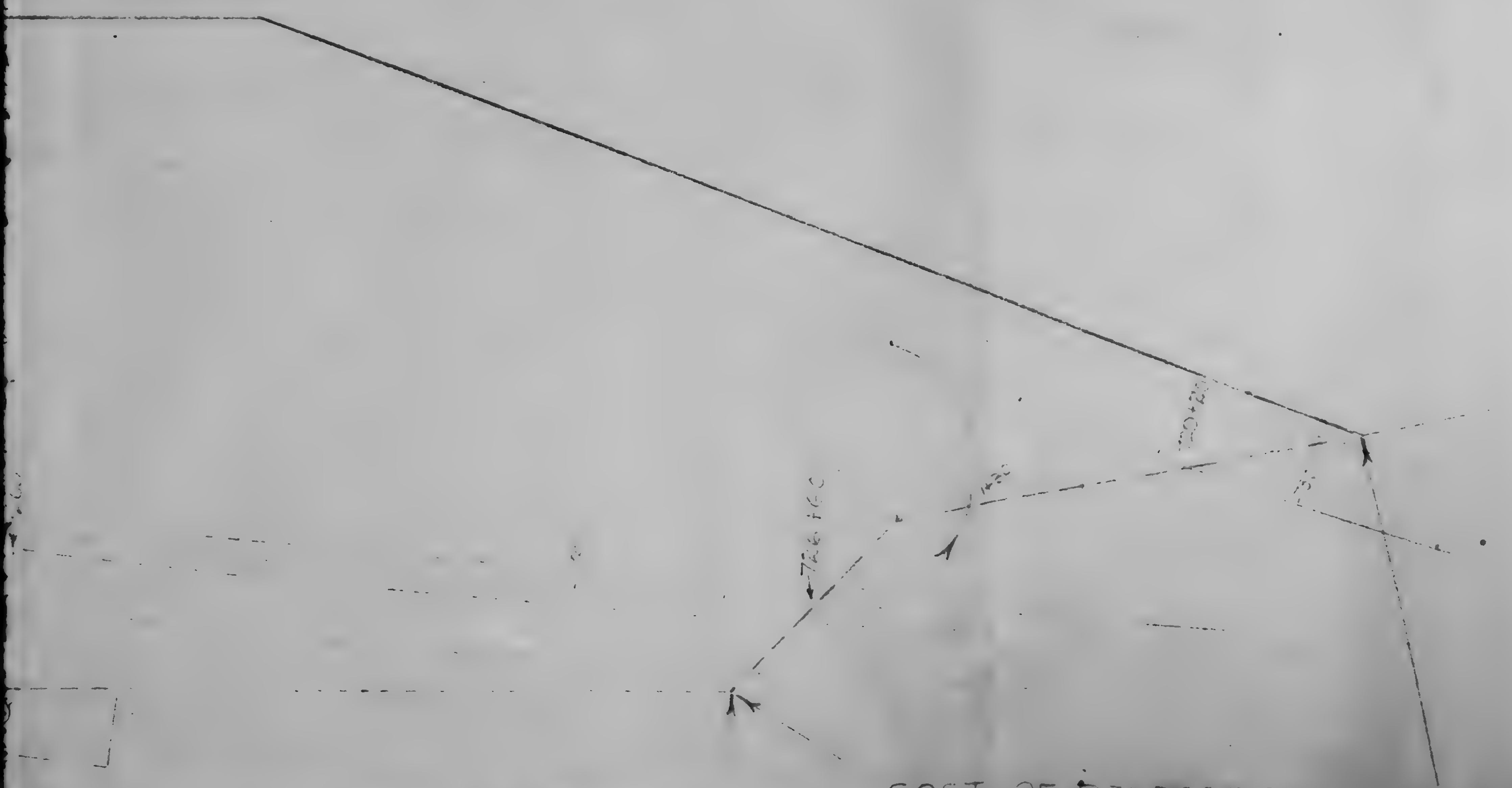

PACIFIC TEL & TEL CO PROPOSED LINE
1260
26+13
EXISTING LINE TO BE REMOVED
OST OF RELOCATION TO BE BORNE BY
STATE HIGHWAY DEPT
COST OF RELOCATING THIS PORTION TO
BORNE BY THE TELEPHONE CO


COST OF RELOCATION TO BE BORNE BY
STATE HIGHWAY DEPT.
COST OF RELOCATING THIS PORTION TO BE
BORNE BY [illegible] ELECTRIC CO.


THIS PORTION OF TELEPHONE
BOOK OF DEEDS #35, PAGE 43
HOUSE ON MARCH 5, 1928
1+40
THE
CO. EX
255

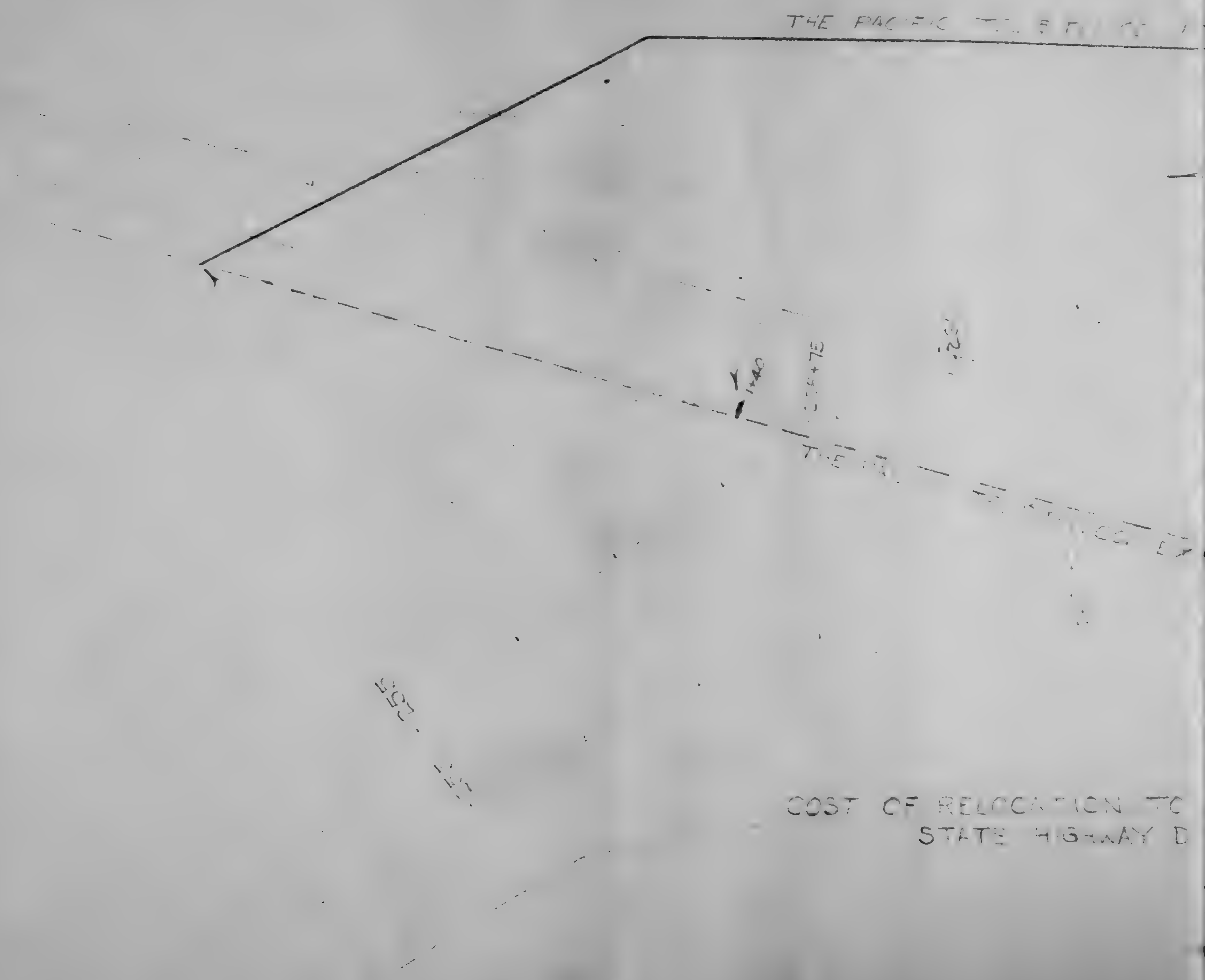

THE PA... EXP. CO. EXP. LINE TO BE REMOVED
258+75
260
26+00
THE PACIFIC T... CO...
N

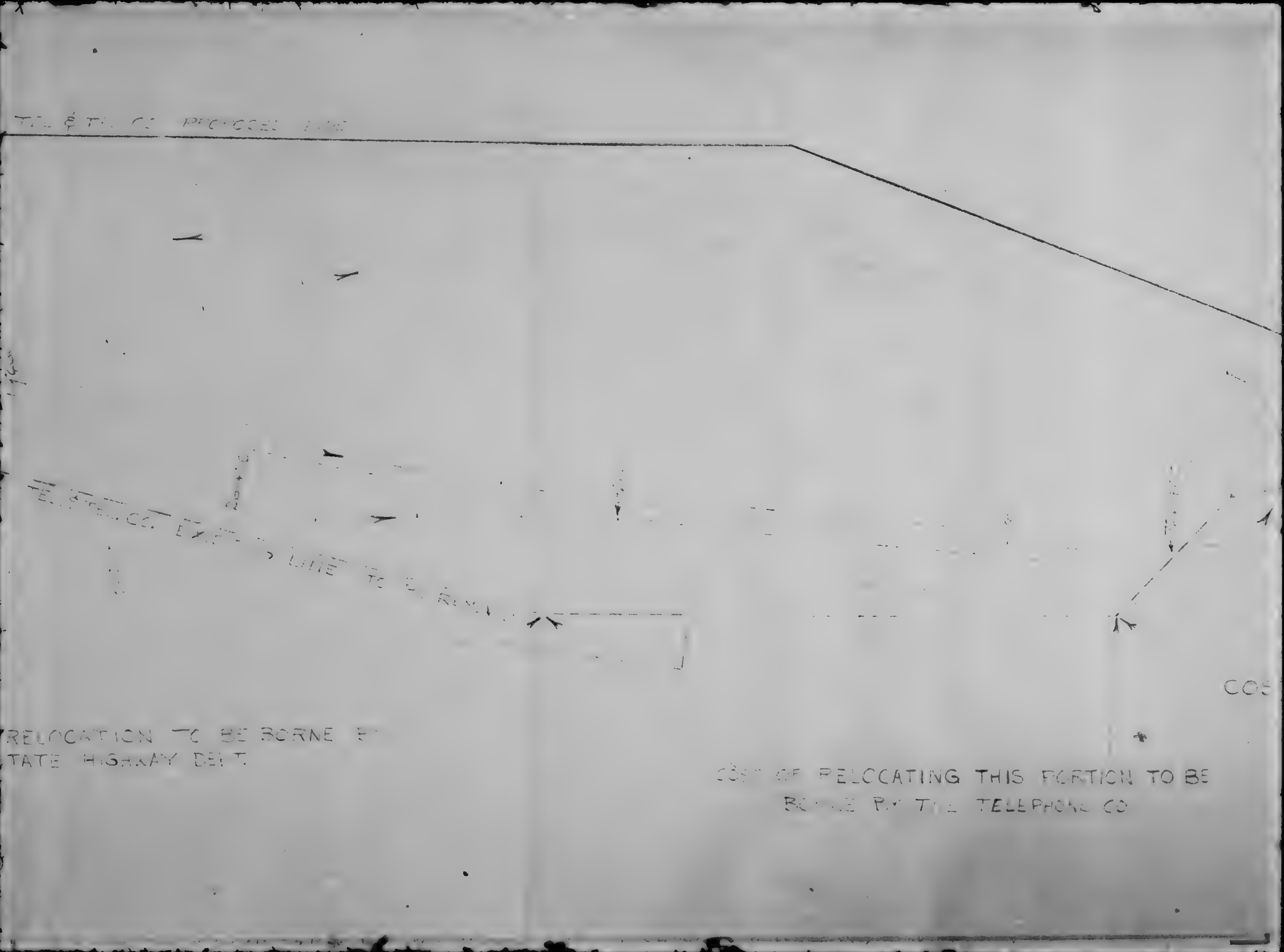
BEND - TUMALO
STATE HIGHWAY RELOCATION

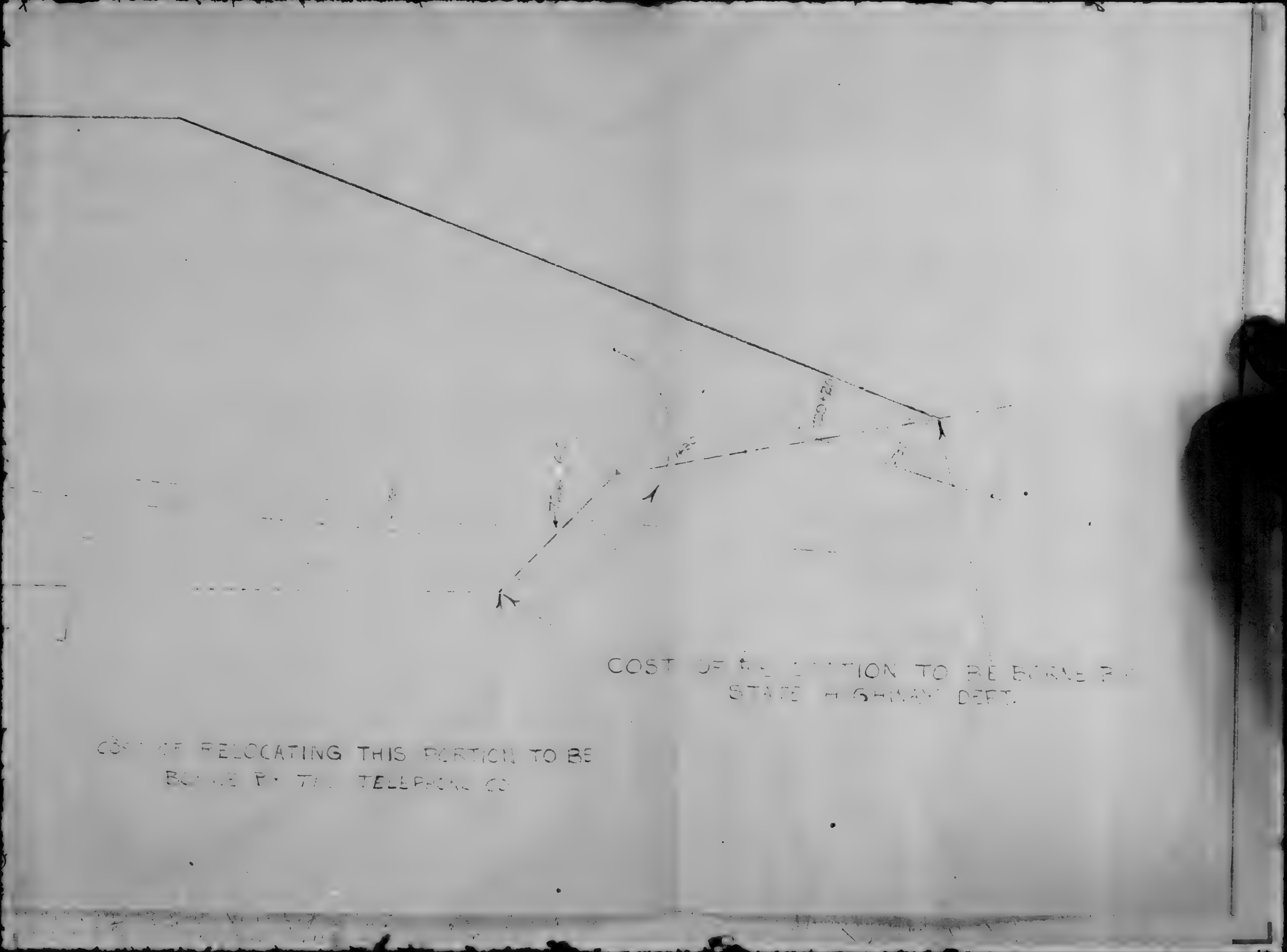


726+00
720+20

COST OF RELOCATION TO BE BORNE BY
STATE HIGHWAY DEPT.


THE PACIFIC TEL
1+40
+75
THE
255
COST OF RELOCATION TO
STATE HIGHWAY D


TEL & TEL CO PROPOSED LINE
1+25
20+00
TEL & TEL CO. EXISTING LINE TO BE REMOVED
RELOCATION TO BE BORNE BY
TATE HIGHWAY DEPT.
COST OF RELOCATING THIS PORTION TO BE
BORNE BY THE TELEPHONE CO
COS



COST OF RELOCATION TO BE BORNE BY
STATE HIGHWAY DEPT.

COST OF RELOCATING THIS PORTION TO BE
BORNE BY THE TELEPHONE CO

RECEIVED
MAY 17 1951
FOR FILING

S-11c (1)

3495

May 16, 1951

Babler & Rogers
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3495, which was awarded to you on April 13, 1951 by the State Highway Commission, for grading and paving on the Tumalo-Bend Section of the McKenzie-Bend Highway in Deschutes County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encl. 1

Recorded

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[illegible] 1951
FOR FILING

S-110 (1)

3495

April 27, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on April 23, 1951 on Contract No. 3495, Tumalo-Bend Section, in connection with Federal Aid Project No. S-110 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DRP:gs

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FOR FILING

3 110(1)

3475

April 26, 1951

Pacific Telephone & Telegraph Company
Portland, Oregon

Attention: Mr. J. F. Quirk

This is your authority to bill the Oregon State Highway Commission for necessary changes in your telephone line between Tumalo and Bend.

The budget for the Tumalo-Bend project carries the estimated amount of $1,800 to reimburse you for the cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar me

cc Mr. H. G. Smith
Mr. W. E. Chandler

FORM E-30X 15M 8-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
April 22, 1951

C
O
P
Y

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Attached is a letter from the Pacific Telephone and Telegraph Company asking permission to bill the state for making the necessary adjustment in their line at the new junction of the McKenzie-Bend and The Dalles-California Highways, north of Bend.

I checked their right of way in Book 35, page 43, and find this easement was given by Nels Anderson prior to the present construction of The Dalles-California Highway. While part of the poles to be moved are now on our right of way, their right there is by prior easement which was no doubt honored by us when we secured the right of way. This estimate seems low as there is about 3000 feet of high powered line to be moved.

Very truly yours,

W. E. CHANDLER
Division Engineer

By: (sgd) Dean Swift

DEAN SWIFT
Assistant Division Engineer

DS:me
Encls.
cc: Mr. A. A. Fossen

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

C
O
P
Y

PORTLAND: April 18, 1951

Mr. W. E. Chandler, Division Engineer
Oregon State Highway Department
Bend, Oregon

Dear Sir:

Confirming conversation between your Mr. Fossen and our Mr. Mueller, in regards to your proposed highway construction under our telephone line between Bend and Tumalo.

As our present line, which crosses your proposed highway construction in various locations between Highway Stations 258/50 and 262/00 and 727/00 and 729/00, is covered by an existing easement, recorded in Book of Deeds #35, page 43 in Deschutes County Court House on March 5, 1923, we will expect to be reimbursed for all required rearrangements at these locations.

May we have your authorization to bill the Oregon State Highway Commission the total actual cost, less credits for salvage and depreciation allowance for our rearrangements between the above mentioned stationing which is estimated to be $1,800.00.

In reply please refer to our Routine Order #51236.

Yours very truly,

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

J. F. QUIRK
DISTRICT PLANT ENGINEER

(sgd) J. F. Quirk
District Plant Engineer

EWM:ss

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APR 17 1951
FOR FILING

S-1106

3495

April 16, 1951

Babler and Rogers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3495 for grading and paving on the Tumalo-Bend Section of the McKenzie-Bend Highway between Tumalo and Bend in Deschutes County. This award was based on your low bid of $457,409 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

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FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

S-110(1)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-110(1), Tumalo-Bend Section of the McKenzie-Bend Highway, to Rogers Construction Company and Babler Bros. of Portland, who submitted the low bid..

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
APR 17 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 9 - 1951
FOR FILING

S 110 (1)

[illegible]

April 6, 1951

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed for your approval are five copies of Supplemental Tabulation No. 48 requesting revision of FAS 319, 324, and 326 in Deschutes County. Also enclosed are four copies each of sheets 1 and 2, general highway map of Deschutes County, upon which the requested revisions are shown in color.

The proposed construction of the Tumalo-Bend Section, Oregon Project No. S-110(1), is on a new alinement and the requested revision of FAS 319 will conform to this new line.

In order to maintain a suitable connection between FAS 324 and 319 at Tumalo, it is requested that two short sections of road in Tumalo, formerly a part of FAS 319, be added to FAS 324.

In addition, it is requested that FAS 326 be cut off at its junction with the revised line of FAS 319.

If approved, Supplemental Tabulation No. 48 will result in a reduction in the length of FAS 319 of 1.53 miles; an addition to the length of FAS 324 of 0.41 mile; and a reduction in the length of FAS 326 of 0.27 mile. The total FAS mileage and State highway mileage will be reduced by 1.39 miles.

Deschutes County's approval of the requested revisions is indicated by the Court's signature on all copies of the enclosed general highway maps.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

cc: J. W. Cattrall
S. H. Probert

Encl.

FORM E-30 25M 8-50 43298

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Enclosed is a suggested letter of transmittal to the B.P.R., with attachments, requesting revisions of the FAS System in Deschutes County. These revisions will result from the construction of the Tumalo-Bend Section (up for bids at the April 12-13 Commission meeting) on a new line.

Four copies of the letter of transmittal, five copies of Supplemental Tabulation No. 48, and four copies of each map should be forwarded to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Encl.

RECEIVED
1951
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

S-110(1)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 28, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-110(1), Tumalo-Bend Section of the McKenzie-Bend Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is your authority to advertise for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

It is requested the project agreement estimate be corrected to reflect only the mileage of the main line on the four lane section. As submitted in the estimate with the plans, the west bound lane station 251+55 to station 266+00 was computed as additional mileage.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

FOR FILI

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

S-110(1)

3495

March 20, 1951

County Court of Deschutes County
Bend, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

Although full information is not as yet at hand relative to regulations pertaining to expenditure of 1952-53 federal-aid secondary highway funds, it may be that one of the requirements will be that county courts concur with the State Highway Commission on federal-aid secondary highway projects (both on state highways and on county roads).

One of the projects planned in Deschutes County is the grading and paving, on new line, of the Tumalo-Bend Section of the McKenzie-Bend Federal-aid Secondary Highway, Federal Project No. S-110 (1). The project extends from a point about 1 mile west of Tumalo, easterly on new alignment for about 5 miles to a new junction with The Dalles-California Highway about 1.3 miles north of the north corporate limit of Bend. The relocated line crosses the Deschutes River about 1/4 mile downstream from the present bridge, straightens the old road west of the river, and extends on easy curvature and good grades across open country east of the river.

Plans call for a new 160-foot reinforced concrete bridge, a 38-foot roadbed, and 12-inch thick gravel base supporting a 3-inch thick asphaltic concrete pavement 22 feet in width, and 4-foot shoulders on each side. At the east junction, traffic will be channelized to provide for safe crossings and turns. On the steeper grades, a third lane of pavement is to be provided to accommodate slow moving vehicles.

This project is necessary in order to replace the substandard existing highway which is quite crooked and inadequate, and to replace the old bridge which is very narrow and dangerous.

We are planning to open bids on the project at the April 12-13 meeting of the State Highway Commission, and, in order that the project not be delayed, your concurrence is respectfully requested. If the above listed project and plans meet with your approval, please advise of your concurrence on the extra copy of this letter and return it immediately to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

- - - -

March 23, 1951

We hereby concur in the above project.

Deschutes County
by C. L. Allen
County Judge

RECEIVED
MAR 26 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
5-110 (1)
3415

March 13, 1951

5 110(1)
5494

J. L. McCulloch, Chairman, Highway Committee
Harney County Chamber of Commerce
Burns, Oregon

Dear Mr. McCulloch:

I have for acknowledgment your letter of March 7 in which you give as your understanding that the State Highway Commission plans to reconstruct the Tumalo Section of the McKenzie-Bend Highway, and in which you recommend and urge that early consideration be given to this project.

The information you have received is correct. The Highway Commission has authorized the improvement of this section by grading and paving, and construction of a new bridge over the Deschutes River, and I anticipate that the project will be advertised for bids in the near future, unless something unforeseen develops that might make it necessary to change the plans.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

HARNEY COUNTY CHAMBER OF COMMERCE
BURNS, OREGON

March 7, 1951

H. B. Glaisyer, Sec.
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

At a recent meeting with the Central Oregon Chamber of Commerce in Culver, it was brought to the attention of our Highway Committee, that plans were under way to relocate a section of Highway 20 west of Bend between mile post 14 and 20--the Tumalo section.

This would make this section less hazardous, and the construction of a new bridge across the Deschutes River would allow a shorter truck route into Bend.

The Highway Committee of the Harney County Chamber of Commerce, recommends and urges early consideration be given this project.

Yours very truly,
J. L. McCulloch
J. L. McCulloch, Chair.
Highway Committee

JLM:ew

May 10-11
500000
Info. Grad + Pave

ANSWERED
H. B. GLAISYER

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9 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 9 - 1951
FOR FILING

S-110(1)

3405

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

March 6, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of March 2, 1951 expresses the desire of receiving bids on April 12 for the Tumalo-Bend section of the McKenzie Bend Highway, Project S 110(1).

In order that we may have sufficient time to prepare the required route report documents and secure approval of the project location prior to the P.S.& E. stage, will you kindly expedite submission of the customary project sketch map.

Your request for advance approval of the program item has been recommended to our Division Office.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

NOTED
State Highway Engineer

RECEIVED
[illegible]
COMMISSION

RECEIVED
5 - 1951
FOR FILING

March 2, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

The federal-aid secondary highway program submitted to you on February 2 included as Item No. 137 a project involving the construction of a bridge and 4.36 miles of roadbed and pavement on the Tumalo-Bend Section of the McKenzie-Bend Highway in Deschutes County.

As we are very anxious to have this project programmed in time for letting on April 12, we would appreciate your wiring your Washington Office for advance approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

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MAR [illegible] 1951
FOR FILING

3-11c(1)

3495

March 1, 1951

Honorable A. C. Goodrich
Hall of Representatives
Capitol Building
Salem, Oregon

Dear Mr. Goodrich:

We will endeavor to let the line change on US20, connecting this highway with US97 near Bend, at the April meeting of the Highway Commission (which will be April 12 and 13) provided we can obtain clearance from the Bureau of Public Roads. The Commission approved the project this week for the April letting, and I will write to the local representatives of the Bureau of Public Roads tomorrow, expressing our wish to advertise it at that time and asking them to wire Washington for approval of the project.

Please rest assured we are doing everything we can to press the construction of this work. I will endeavor to keep in touch with you and let you know when we have received Bureau approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

RICH
NATIONAL BANK BLDG.
BEND, OREGON

OMMITTEES:
MEMBER: EDUCATION
JUDICIARY
MILITARY AFFAIRS

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

Feb 27, 1951

R. H. Baldock,
State Highway Commission,
State Office Building,
Salem, Oregon.

Dear Mr. Baldock:

Some days ago the writer discussed with you the relocation of the State Highway connection U. S. 97 and U. S. 20 north of Bend.

At that meeting you indicated that you were awaiting approval from the Bureau of Public Roads of the recommendations which your office had submitted. This memo concerned of course the procurement of Federal Funds for the improvement of this highway as a Secondary system.

This memo had gone forth from your office on the 4th of February. Will you please advise whether or not you have received word from the Bureau and if so, whether or not their approval has been granted.

Thanking you, I am

Respectfully yours,

A C Goodrich

A. C. Goodrich

RECEIVED
VA C. GOODRICH
1951
U. S. NATIONAL BANK BLDG.
BEND, OREGON
FOR FILING

5-110(1)

475

COMMITTEES:
MEMBER: EDUCATION
JUDICIARY
MILITARY AFFAIRS

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

February 14, 1951

NOTED
W. C. WILLIAMS

Hon. Robert W. Sawyer
The Bend Bulletin
Bend, Oregon

Dear Judge Sawyer:

Last Saturday we discussed the relocation by the State Highway Commission of the road West from U.S. 97 to U.S. 20, the Bend-Tumalo strip.

I indicated to you that Mr. Baldock, the State Highway Engineer, had mentioned at a conference, at which Representative Stover and I were present, on the 18th of January 1951 that the State Highway Commission was "awaiting a memo from the Bureau of Public Roads." It was my understanding that as a result of that conference this strip of road was on the secondary highway program and that the State Highway Commission had asked approval of the Bureau of Public Roads to the relocation and, of course, federal funds to match.

Representative Stover and the writer have just returned from another conference with Mr. Baldock. I asked him whether or not the memo had been sent to the Bureau and he stated that it had; he then called another department from his offices, which department indicated that the request went forward from the State Highway Commission on the 4th of this month. It was then mentioned to Mr. Baldock that my notes indicated that on the 18th day of January he had stated that the memo had already been sent. His reply to this was that the memo which had been requested prior to the 18th of January was in reference to the whole state highway program, asking the Bureau of Public Roads to give an interpretation of how they would construe the 1950 Federal Act, and that the memo made no reference to this particular strip of road. Further, he stated, upon inquiry, that the memo forwarded on the 4th of February, to which no reply had been received, did include the improvement of this road. He verified this with a particular department of his Commission. Representative Stover asked him specifically when we might expect the improvement to start. He replied that if there were no complications that it can be put up for bids in the "May letting." He cautioned that this was "not a promise." Inquiry was made as to the status of the right-of-way and he again made inquiry of one of his departments and was apparently informed that the right-of-way had been sent to Bend in December and that it should now be well on the way.

Williams
Please [illegible]

We will check with Mr. Baldock within a week as to whether or not the memo sent by the Commission on February 4th asking approval of the secondary plans of the State Highway Commission has been approved.

Respectfully yours,

Alva C. Goodrich
Representative

cc: R. H. Baldock

RECEIVED
OCT 1
[redacted] G
110(1)

$495
[redacted]

October 11, 1950

Mr. Robert W. Sawyer
The Bend Bulletin
Bend, Oregon

Dear Mr. Sawyer:

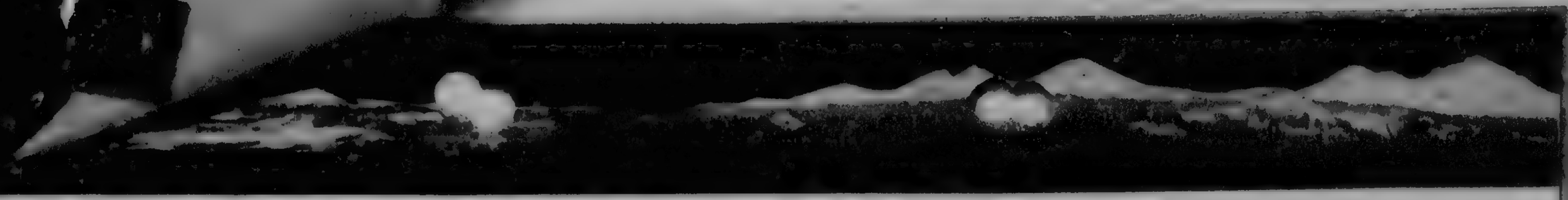
With reference to your communication of October 4, advise that the next highway program will be selected sometime after the Commissioner of Public Roads makes the apportionment of the federal funds among the states and transmits his regulations pertaining to the 1950 Road Act. The Commissioner advised me that he would not make the apportionment until he received the official report of the Federal Bureau of the Census on the populations of the several states, which he expected to be on or about the first of November.

Of course, Oregon is more than willing to wait for this, because it will mean the receipt of approximately $750,000 more federal funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi



SKYLINE OF THE CASCADES FROM BEND

National Representatives
WEST-HOLLIDAY CO., Inc.

THE BEND BULLETIN
Central Oregon's Daily Newspaper
BEND, OREGON

Published
Daily Except Sunday

October 4, 1950

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Thank you for your letter of October 3 replying to my inquiry to Mr. Chandler.

When will the next program be selected?

Sincerely yours,

Robert W. Sawyer

Robert W. Sawyer.

cc: Hon. Ben R. Chandler, Chairman,
State Highway Commission,
Coos Bay, Oregon.

NOTED
State Highway Engineer

IVED
1950
OR FILING

October 3, 1950

Mr. Robert W. Sawyer
The Bend Bulletin
Bend, Oregon

Dear Mr. Sawyer:

The Honorable Ben R. Chandler, Chairman of the Oregon State Highway Commission, asked me to reply to your letter of September 20 relative to the improvement of US20 from Tumalo to Bend and requested that I advise you that improvement of this road will be given consideration when the next program is selected.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. Ben R. Chandler

SKYLINE OF THE CASCADES FROM BEND

National Representatives
WEST-HOLLIDAY CO., Inc.

THE BEND BULLETIN
Central Oregon's Daily Newspaper
BEND, OREGON

Published
Daily Except Sunday

Hon.Ben R.Chandler,Chairman
State Highway Commission,
Coos Bay,Oregon.

September 20,1950

Dear Ben:

I have seen in this morning's Oregonian the news regarding the new federal aid highway act.

As I remember your last letter to me a beginning on the new connection from The Dalles-California north of Bend over to the McKenzie-Bend at Tumalo was dependent on this act.

Now that the law is in effect I hope that a start can be made.

In view of all that is being said these days about civilian defense and the certainty that in case of need there would be a heavy movement over the mountains into this section it would seem doubly important to eliminate the bottleneck that now exists.

The job is one that could be carried on readily in the ordinary winter here. Let the grading (which would involve a considerable amount of rock movement,I imagine) be done now and the section would be ready for a surface next year.

You will remember the finding of the Interim committee that this was one of the critical sections of the state system.

Sincerely yours,

Bob

Robert W.Sawyer.

15-3410 Prospect Houses, Crater Lake 1951
Hwy.
#3496

RECEIVED
NOV 26 1951
FOR FILING

15 - 3416

(CONTRACT NO.) 3496

OREGON STATE HIGHWAY DEPARTMENT

(date)
Nov. 19, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3496	5-final	C. E. Blakley

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20026	B-28227	$ 3,563.25	Nov. 19, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: None

Completion Date: Sep. 28, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-20-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

RECEIVED
NOV 1951
FOR FILING

[illegible]

3496

October 31, 1951

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

State Highway Contract No. 3496 covering construction of maintenance employees' houses at Prospect, in Jackson County, was completed by the contractor, C. E. Blakely, on September 28 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $3,563.25 will be released to the contractor on or after November 10, 1951. The total contract amount is $24,657.50, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Mr. T. B. Watters
107 South 7th St.
Klamath Falls, Oregon

NOTED [illegible]

10-31-51

RECEIVED
MAY 17 1951
FOR FILING

15-3410

3496

May 16, 1951

Mr. C. E. Blakley
602 N. Riverside
Medford, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3496, which was awarded to you on April 13, 1951 by the State Highway Commission, covering construction of maintenance employees' houses at Prospect, in Jackson County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

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FOR FILING

15-5410

3496

April 16, 1951

C. E. Blakely
602 North Riverside Street
Medford, Oregon

Dear Sir:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3496 for construction of two houses with garages attached on the Crater Lake Highway at Prospect in Jackson County. This award was based on your low bid of $24,210 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

FORM E-182X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

15-3410

3416

February 21, 1951

Oregon State Highway Commission

Gentlemen

Authority is respectfully requested to advertise for the construction of the following buildings for the Maintenance Department, for which designs have been prepared by the Bridge Engineer:

1. Clatskanie Maintenance Building - Standard Masonry Block 28' x 52'.

Building only, complete (including engineering)	$11,530
Grading and surfacing, state force	900
Oiling	900
Fencing and gates	350
Gas tanks and pumps	1,250
Miscellaneous	70
Total estimated cost	$15,000

2. Prospect - 2 Foreman's Cottages

Houses - 2 only at $13,950	$27,900
Extra Concrete - 2 cu. yds. at $50	100
Septic Tank, Sewer, Water and Power	600
Total estimated cost	$28,600

3. Taft Maintenance Building - Standard Masonry Block 28' x 52'.

Building only, complete (including engineering	$11,900
Grading and surfacing	1,900
Oiling	600
Fencing and gates	200
Gas tanks and pumps	1,000
Well and pump (water supply)	800
Total estimated cost	$16,000

4. Salem Sign Storage Building - Concrete and Steel Construction 36' x 128'.

Building only (including engineering)	$11,200
Surface and oil grounds	300
Total estimated cost	$11,500

All of the above buildings are included in the 1951 budget approved as to principle and are recommended.

This item will be on the agenda for the February meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

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FORM E-30 25M 6-50 42296

15-3410

3416

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1951

SUBJECT: Prospect Residents Bldg.

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Department

In Bridge Dept

Dear Sir:

Attached hereto are prints from Drawings #S-150-9756-9757-9758 and 9807 which are plans for the two proposed dwellings with attached garages at Prospect.

Mr. Paxson has estimated these two residences @ $28,600.00 plus engineering and contingencies 12½ per cent, making a total of $32,000.00 which is complete with heating system, septic tank, dry well, water service and power line into the house.

We have in our 1951 Maintenance Station Improvement Budget an item to construct 2 standard residents at Prospect, budgeted at $15,000.00. At the time the budget was made, it was planned building the type as constructed at Deadwood, Oregon, estimated at $7500.00 each. This house was without garage. The new residents are of design approved at the January meeting of the Highway Commission for construction at Newport.

As this is a new station with no housing available or near our maintenance sight, it seems necessary to construct these residents at the estimated costs. Funds to cover the increase can be transferred from other items on the Improvement of Maintenance Station Budget.

We would like to request that authority be obtained to advertise and call for bids at the March meeting of the Highway Commission.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

By H. W. Hughlett
H. W. Hughlett
State Bridge Superintendent

Encls.

IAD:HWH:sh

FORM E-30K 15M 5-49 31006

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1951

SUBJECT: Prospect Maintenance Station

To: Mr. E. A. Collier
Maintenance & Equipment Engineer
Office

C O P Y

Dear Sir:

Attached hereto are prints from our Drawings S-150, 9756, 9757, 9758, and 9807 which are plans for the proposed houses at the maintenance station at Prospect in Jackson County. Our estimate of the cost of these two houses is as follows:

Houses	2 Only	at $13,950	$27,900
Extra Concrete	2 Cu. Yds.	50	100
Septic Tank, Sewer, Water & Power Lines	All		600
		Subtotal	$28,600
Plus 12½% Engineering & Contingencies			3,575
		TOTAL	$32,175

Very truly yours,

/s/

G. S. Paxson
Bridge Engineer

GSP/ds
Attached

cc W. W. Stiffler ✓

S-47(5) Prospect-Union Cr. Uct.-Lost 1951
Cr. Sec., Crater Lake & West
#3497 Diamond Lake Hwys.

VED
FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 24, 1952

-47151

(CONTRACT NO.) S-112(1)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3497	12-final	J. C. Compton Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
21395	R-54164	$ 13,417.24	11/21/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Nov. 30, 1951**

Time Extensions: **July 30, 1952 without penalty**

Completion Date: **July 30, 1952**

Date Accepted: **Oct. 20, 1952**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-2-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 2 1952
A A Wicklander

RECORDED ON CARD
12-2-52 C

RECEIVED
NOV 14 1952
FOR FILING

3-41( )
3-112(1)
3-1

November 12, 1952

J. C. Compton Co.
Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 250 days from November 30, 1951 to July 30, 1952, within which to complete your contract No. 3497 covering the Prospect-Union Creek Junction and Union Creek Junction-Lost Creek Section of the Crater Lake and East Diamond Lake Secondary Highways in Jackson and Douglas Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Walter B. Merrill,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
NOV 6 1952
FOR FILING

11
497

November 5, 1952

Glens Falls Indemnity Company
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3497 for work performed on the Prospect-Union Creek Junction and Union Creek Junction-Lost Creek Section on the Crater Lake and West Diamond Lake Secondary Highways in Jackson and Douglas Counties was completed by the contractor, J. C. Compton Company, on July 30, 1952 and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $13,417.24 will be released to the contractor on or after November 15, 1952. The total contract amount is $447,241.17, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
11-5-52

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OCT 2[illegible] 1952
FOR FILING

S-411(5)
S-412(1)
3497

October 16, 1952

Oregon State Highway Commission

Request for extension of time
No. 24
October 20 and 21 meeting

Gentlemen:

Herewith is a request from J. C. Compton for an extension of time on Contract No. 3497, Prospect-Union Creek Junction and Union Creek Junction-Lost Creek Sections of the Crater Lake and West Diamond Lake Highways, from November 30, 1951 to July 30, 1952.

All grading and paving work on this contract was completed by the specified completion date. The overrun was required for the contractor to produce maintenance material in stockpile for ultimate State use.

There was no inconvenience to the traveling public nor were any additional costs required because of the overrun. I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

bl

RECEIVED
OC
FOR FILING

S-47(5)
S-112(1)
3497

October 14, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3497, Prospect - Union Creek Junction and Union Creek Junction - Lost Creek Sections of the Crater Lake and West Diamond Lake Highways, Ore. S-47 (5) and S-112 (1), from November 30th, 1951 to July 30th, 1952, to J. C. Compton, Contractor.

All the grading and paving work on this contract was completed by the specified completion date and the overrun was required for the contractor to produce maintenance materials in stockpiles for ultimate State use.

There was no inconvenience to the traveling public nor were any additional costs required because of the overrun. I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
Au[illegible] 1952
FOR FILING

[illegible]
[illegible]
[illegible]

August 25, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to J. C. Compton Co. on contract No. 3497, covering the Prospect-Union Creek Junction and the Union Creek Junction-Lost Creek Sections of the Crater Lake and West Diamond Lake Secondary Highways in Jackson and Douglas Counties.

This payment, in the amount of $13,717.47, will be made on or after September 3, 1952. The retained percentage is $13,417.24.

The state is not advised of any claims for labor or materials which are unpaid, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
8-25-52, gl

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Prospect-Union Creek Jct. Union Creek Jct.-Lost Creek

For Week Ending August 2, 1952

Highway Crater Lake and West Diamond Lake

Kind of work Grading and Paving

Contractor J. C. Compton Co.

Section prefix 15-1025

Date of contract April 13, 1951

Contract number 3497

Date work started ...., 19......

Date of completion ...., 19......

Amount of contract $452,454.00

Estimated date of completion 100, 19......

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $445,000

Per cent of contract completed, based on total contract price . . . . $ 100 %

Engineering cost to date $23,600, 5.3 %

Date project was completed July 30, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed crushing and stockpiling maintenance materials on Wednesday. Piles were shaped up for measurement on Thurdday.

Transit party measured piles on Friday.

NOTED
H. G. SMITH

RECEIVED

NOTED
K. D. LYTLE

NOTED
B. A. MARTIN

Signed WB Merrill

Address ....

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

2"-0
3/4-0

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	19.71	19.71			19.71
Miles partially completed					
Miles completed	19.71	19.71			19.71
Total estimated quantities	24,601	30,516	5,600		42,528
Estimated quantities moved or placed to date	24,601	30,516	5,600		42,528
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			13		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 2, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 2, Sheep-foot rollers ...., Trucks 6, Athey Loader 1 ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Rain		
Friday	Cloudy		
Saturday			

State Printing Dept. 41608

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[illegible]
3497

July 31, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 30, 1952 on Contract No. 3497, Prospect-Union Creek Junction and Union Creek Junction Section, in connection with Federal Aid Project No. S-47 (5), S-112 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/sc

cc: John Cattrall

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- 411 (5)
S - 112 [illegible]
3497

June 3, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to J. C. Compton Co. a portion of the funds heretofore retained by the Commission, covering contract No. 3497 for grading and paving on the Prospect-Union Creek Junction and Union Creek Junction-Lost Creek Section of the Crater Lake and West Diamond Lake Secondary Highways in Jackson and Douglas Counties.

This payment, in the amount of $21,561.62, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $12,852.46. The present payment will be released on or after June 13, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

3497

3497

April 2, 1952

Contract #3497

[redacted] COST ANALYSIS

Prospect-Union ~~Creek~~ Junction and Union Creek Junction-Lost Creek Sections

Prefixes S-47 (5) & S-112 (1)

Crater Lake & West, Diamond Lake Highways

J. C. Compton Co., Contractors

Widening, Rocking & Paving

W. B. Merrill, Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Clearing & Grubbing	All		$	$	$ 11,028.10	$ 12,500.00
*St. Exc., Unclass.	110.29	Cu. Yd.	1.95	3.00	215.12	330.87
*Gen. Exc., Unclass.	24,601	" "	0.363	0.60	8,927.64	14,760.60
*Short Overhaul	29,593.8	Yd. Sta.	0.018	0.02	532.69	591.88
*Long "	112.8	C-Yd.Sta.	0.47	1.00	53.02	112.80
*R/B Widening & Slopes, Loc. "A"	10.06	Mile	982.30	1,800.00	9,881.89	18,108.00
*R/B " " ", Loc. "B"	1.35	Mile	798.58	2,500.00	1,078.08	3,375.00
*18" Corr. Metal Pipe	158	Lin. Ft.	3.36	3.50	531.48	553.00
*12" Concrete Pipe	774	" "	1.06	2.00	816.63	1,548.00
*18" " "	72	" "	3.35	3.50	241.24	252.00
*30" " "	27	" "	7.11	9.00	191.97	243.00
2"-0 Cr. Rock in Base	20,654	Cu. Yd.	2.98	2.50	61,370.16	51,635.00
3/4"-0 Cr. Rock in Base & Shldrs.	9,862	" "	2.88	2.60	28,439.49	25,641.20
*Sprinkling	2,286	M/Gal.	2.41	2.50	5,513.67	5,715.00
Class "B" Asph. Conc.	42,528.71	Ton	5.95	6.40	252,867.86	272,183.74
RS 1, Asph. in Seal Coat	244.37	"	52.24	45.00	12,764.67	10,996.65
Aggr. in Seal Coat	1,185	Cu. Yd.	6.93	5.50	8,208.70	6,517.50
3/4"-1/2" Cr. Rock in S.P.	200	" "	2.90	3.50	579.17	700.00
1/2"-1/4" " " " "	100	" "	2.90	3.50	289.11	350.00

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
PA #1, Etra Clear & Grub	All		$	$	$ 205.00	$ 250.00
PA #2, Pur. Excess 86-100 Asphalt	61.75	Ton	26.24	25.44	1,620.20	1,570.92
Private Sales of Asphaltic Concrete					597.25	1,167.50
" " " Cr. Rock					5,536.33	7,457.75
					$411,487.47	$436,560.41

*Work done all or in part by Dennis & Sons

	Gross Revenue	Total Cost	Profit	Loss	% Profit	% Loss
I. C. Compton Co.	$382,122.76	$376,336.75	5,786.01		1.5	
Dennis & Sons	54,437.65	35,150.72	19,285.83		35.4	

Prospect-Union Creek Junction and Union Creek Junction-Lost Creek Sections

Detail of Cost

Dennis & Sons, Subcontractors

Labor:

Supervision	$ 1,500.00	
Labor	13,403.77	
Labor Insurance	1,117.79	
		16,021.56

Materials:

18" Corr. Metal Pipe	158	Lin.Ft.	at $2.67	$ 421.70	
18" " " " Bands	5	Each	" 3.99	19.95	
18" " " " "	6	"	" 4.38	26.28	
12" Conc. Pipe	774	Lin.Ft.	" 0.85	657.90	
18" " "	72	" "	" 1.82	131.04	
30" " "	27	" "	" 4.75	128.25	
Cement	15	Sacks	" 1.25	18.75	
Sand				3.15	
					1,412.02

Equipment Rental & Miscellaneous:

Equipment Rental	$ 7,305.00	
Rented Equipment	5,673.28	
Gas, Oil, Grease	1,864.84	
Explosives	741.78	
Freight & Cartage	566.50	
Bond	326.30	
Small Tools & Misc.	465.00	
Home Office & General Overhead	775.00	
		17,717.70

Total Cost $35,151.28

Prospect-Union Creek Junction and
Union Creek Junction-Lost Creek Sections

Detail of Cost
J. C. Compton Co.

Labor:			
Supervision		$ 30,355.34	
Labor		101,479.33	
Labor Insurance		8,320.35	
			$140,155.02
Materials:			
86-100 Asphalt	2,456.31 Ton at $17.00	$ 41,835.80	
RS-1 "	244.37 " " 25.20	6,158.12	
Frt. on Asphalt	2,700.68 " " 9.80	26,536.20	
			74,530.12
Equipment Rental & Misc:			
Equipment Rental		$ 88,100.00	
Rented Equipment		460.00	
Rented Trucks		12,276.65	
Gas, Oil, & Grease		23,985.75	
Fuel Oil		8,665.43	
Explosives		1,794.28	
P. U. C. Fees		3,475.10	
Small Tools & Misc.		9,655.00	
Bond		3,393.40	
Home Office & General Overhead		9,846.00	
			161,651.61
Total Cost			$376,336.75

Prospect-Union Creek Junction and
Union Creek Junction-Lost Creek Sections

Breakdown of Crushing Costs

	Quantity	Unit	Total Cost	Unit Cost
Move In, Clear Site & Setup	67,024	Cu. Yd.	$ 8,890.10	$0.133
Drill & Shoot	67,024	" "	7,157.70	0.107
Load In Quarry	67,024	" "	16,698.73	0.250
Haul to Crusher	67,024	" "	20,491.90	0.306
Crush	67,024	" "	61,267.70	0.914
Cost in Bunker				$1.71
Haul to S.P.	51,573	Cu. Yd.	3,235.40	0.063
Stockpile	51,573	" "	2,051.63	0.040
Cost in Stockpile				$1.81
Haul to Road	30,516	Cu. Yd.	28,356.97	0.929
Streetwork	30,516	" "	7,394.48	0.241
[redacted]				[redacted]

Cost in Bunker	$1.71
Cost in Stockpile	1.81
Cost on Road 2"-0	2.98
Cost on Road 3/4"-0	2.88

Prospect-Union Creek Junction and Union Creek Junction-Lost Creek Sections

Breakdown of Asphaltic Concrete Costs

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	42,528.71	Ton	$ 5,141.59	$0.121
Aggregate	42,528.71	"	70,241.45	1.652
Asphalt	42,528.71	"	78,256.63	1.840
Haul Asphalt	42,528.71	"	13,588.07	0.320
Feed	42,528.71	"	5,467.18	0.129
Mix	42,528.71	"	29,242.02	0.687
Haul to Road	42,528.71	"	23,282.54	0.547
Streetwork	42,528.71	"	22,853.97	0.537
Traffic Control	42,528.71	"	4,794.41	0.113
				$5.946

Prospect-Union Creek Junction and Union Creek Junction-Lost Creek Sections

Remarks:

This project is a "Federal Aid Secondary Project," calling for the widening, surfacing and asphaltic concrete paving of 19.64 miles of the Crater Lake and West Diamond Lake Highways and the furnishing of 5,600 cubic yards of crushed rock in stockpile. All work on the project has been completed with the exception of the crushing of the stockpile material and as this material will be subcontracted at bid prices, it will not effect the unit costs of the work accomplished.

The project was bid and awarded April 13, 1951, work was started May 1, 1951, and completed, except for the stockpile material on October 23, 1951.

Grading items were subcontracted to Dennis & Sons and the crushing and asphaltic items were handled by the contractor.

Dennis & Sons began operations May 1. Equipment used on clearing and grading included one D-8 tractor and dozer, one-112 grader, two-E9 scrapers, one water tank truck, two pickups and one truck and trailer. Rented equipment consisted of one Mobile truck crane, one grader and two trucks.

Clearing was handled by a small crew falling and bucking with power saws and hand burning all material except logs suitable for lumber. All suitable logs became the property of the Forest Service and were required to be piled at designated points alongside the right of way. The truck crane was used for handling these logs and was a very well suited for the work. Clearing was heavier than anticipated by the contractor and allowed only a nominal profit.

Grade widening consisted almost entirely of the cutting down of the existing shoulders to allow the placing of the crushed rock surfacing and the shaping of the ditch line. This part of the work was handled by the subcontractor in a very efficient manner. Two graders and two E9 scrapers were used to remove the excess materials and shape the roadbed shoulders and ditch. One grader was fitted with a six inch drop cut off blade which allowed the grader to excavate six inches below the existing oiled surface and to the ditch line. The other grader shaped the ditch and carried any excess material into a windrow. The two E9 scrapers then picked up the material and disposed of it. The second blade would then drop back and finish for the crushed rock surfacing. Very good progress was made; the machines making up to a mile and a half of road on one side in an eight hour shift. General excavation consisted mostly of a dirt borrow alongside the highway which was used for fill, widening, and a small amount of sluff material from the ditch lines. Good progress was made on this item also with the E9 scraper handling the material.

Crushed rock was obtained from a quarry located 0.7 mile northerly along an existing Forest Service road from the West Diamond Lake Secondary Highway at M. P. 0.03. The quarry was undeveloped and required considerable stripping and the construction of a haul road .25 of a mile long and up the side of a mountain. The rock was fairly loose in formation and the shovel was able to dig the major portion without shooting. One coyote hole was placed in the main face and some bootleg shots were required. Very little material encountered dug too large for the shovel to handle for the crusher.

Crushing equipment consisted of a 25" x 40" jaw crusher, three foot cone crusher and two 22" x 54" roll crushers. Power was supplied by a 19,000 Caterpillar motor and all parts were run by electric motors. All equipment was in good shape and only nominal down time for repairs was experienced.

Average production for this large plant was slightly less than 400 cubic yards per eight hour shift with maximum production being 450 cubic yards. The reason for this low production and corresponding high cost of crushed material was the type of rock used. Some statas encountered in the quarry was hard enough to crush properly but the major part of the rock was on the soft side. The primary handled the material easily and little trouble was had at the secondary cone but the material would not fracture through the rolls and the plant was unable to operate at more than 50% efficiency at any time.

The mixing of the asphaltic concrete was handled by a new continuous mix plant used on this project for the first time. Considerable trouble was had with the mixer, power, switchboard, etc. for the first two weeks due mainly to lack of knowledge of the plant but production averaged 108 tons per actual working hour and would have been over 120 tons per hour except for the low production at the start of the work.

Street costs were considerably higher than on most blacktop jobs because of the large street crew. Where most contractors have four men working at the paver there was a minimum of eight used on this project.

This project was well handled by both the contractor and the subcontractor and excellent equipment was used throughout. A large profit was made by the subcontractor due to very efficient handling of the work and high bid prices. Crushed rock showed a loss for all items except the small amount of stockpile material due to the fact that materials could not be efficiently crushed. The cost of the 2"-0 crushed rock is slightly higher than the 3/4"-0 because almost all the 2"-0 was produced and stockpiled before it could be used on the road and had to be loaded out of stockpile at an added cost while the 3/4"-0 material was taken directly from the bunkers as required. Blacktop material showed a fair profit due to good production but the profit would have been considerably larger except for the high costs of aggregates.

E. H. Clymer
Cost Analyst

By . . . C. E. Paulsen

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FORM E-30 25M 11-50 44701

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[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25th, 1951

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith copy of a letter from Mr. Merrill advising of an accident on Compton's job on the Prospect-Union Creek Section of the Crater Lake Highway, Contract #3497.

We have had accidents on other jobs this year due to the absence of shoulders, but the jobs are all protected by conventional signs, lights and other devices to point out the lack of shoulders.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-30 25M 11-50 44701

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Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
Sept. 15th, 1951

SUBJECT:

To: Mr. K. D. Lytle
Division Engineer

Dear Sir:

Yesterday, I investigated the site of a car accident that occurred at 1:30 A. M. Thursday, Sept. 13th, on the Crater Lake Highway, 7.0 miles north of Prospect on J. C. Compton's construction job. John W. Strom, Box 1089 Slide Creek Camp, Roseburg, driver and only person in the 1950 Ford Coupe was killed in the accident.

The car was heading north, and it appeared to me, that the front right wheel went over the east edge of pavement leaving a mark approximately 2" down from the top of pavement, between Stations 2798 + 75 to 2799 + 10. Then he crossed the highway diagonally and went off the highway at the north end of the approach to Woodruff Meadows road (Station 2800 + 45).

He kept on the west side of the road, with the left wheels in the ditch and the right wheels on the shoulder, striking a 36" Douglas Fir tree 22' left of the center line at Station 2802 + 15.

The top course of A. C. had been completed but none of the shoulder work completed with 3/4"-0 material. The following are the stations and thickness of asphaltic concrete pavement:

2799 + 10 - 6"
2800 + 45 - 4"
2802 + 15 - 4"

This accident occurred 500 feet north of the place where the tree fell across the highway, hitting a car a few weeks ago.

Very truly yours,

W. B. Merrill
Resident Engineer

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JUL [illegible] 1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 11, 1951

S 47(5)
S-112(1)
3497

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-47(5)
Prospect-Union Creek
Junction Section

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Tom

1946)

State Oregon
Project No. S-47(5)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of July, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1951, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of March, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred seventy thousand and 00/100 dollars ($170,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16-11379-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529 Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 2470+10 in the SE 1/4, Section 20, T-32-S, R-3-E, W.M., and survey station 3071+90 in the NE 1/4, Section 35, T-30-S, R-3-E, W.M., except stations 3001+62 to 3001+99, length 11.405 miles, in Jackson County, being Oregon Federal Aid/ Secondary project No. S-47(5), consisting of 11.405 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

one hundred seventy thousand and 00/100

dollars ($170,000.00), which does not exceed the authorized Federal pro rata share of

two hundred seventy-nine thousand seven hundred seventy-one and 80/100

dollars ($279,771.80), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W.H. Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
JUL 12 1951
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MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 10, 1951

S-112(1)
S 47(5)
S-477

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-112(1)
Union Creek Junction-
Lost Creek Section

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

Ira

R 2 (Revised 1946)

R8 ....

State Oregon

Project No. S-112(1)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of July, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of March, 1951, a program, which was approved on the 19th day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of March, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred twenty-one thousand and 00/100 dollars ($121,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station -(0+35) in the NE 1/4, Section 35, T. 30 S., R. 3 E., W.M., and survey station 428+00 in the SE 1/4, Section 20, T. 29 S., R. 4 E., W.M., including a wye connection stations 0+47 to 2+11.4, except survey stations 32+06 - 32+69, 52+53 - 53+43, and 273+45 - 275+61, length 8.262 miles, in Jackson and Douglas County, being Oregon Federal Aid / Secondary project No. S-112(1), consisting of 8.262 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station -(0+35) in the NE 1/4, Section 35, T. 30 S., R. 3 E., W.M., and survey station 428+00 in the SE 1/4, Section 20, T. 29 S., R. 4 E., W.M., including a wye connection stations 0+47 to 2+11.4, except survey stations 32+06 - 32+69, 52+53 - 53+43, and 273+45 - 275+61, length 8.262 miles, in Jackson and Douglas County, being Oregon Federal Aid / Secondary project No. S-112(1), consisting of 8.262 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred twenty-one thousand and 00/100 dollars ($121,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-six thousand, three hundred seventy-six and 60/100 dollars ($196,376.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M. R. McLean

Member, State Highway Commission
(Title of officer)

By ______________________

(Title of officer)

By ______________________

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

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FOR FILING

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3497

May 23, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Union Creek Junction-Lost Creek Section, Project Number S-112 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

S. H. Probert
Office Engineer

JWN:plc

encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-112 (1)

UNION CREEK JUNCTION-LOST CREEK SECTION
OF THE WEST DIAMOND LAKE HIGHWAY IN JACKSON AND DOUGLAS COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1951

Type Code 6201
Roadway (Sta. -0+35 to 438+00)(Wye Sta. 0+47 to 2+11.4)

All Required		Clearing and Grubbing (42%)		$ 5,250.00
80	cu. yds.	Structural Excavation, Unclassified	$ 3.00	240.00
25,300	cu. yds.	General Excavation, Unclassified	0.60	15,180.00
22,000	yd. stas.	Short Overhaul	0.02	440.00
36	C-yd. stas.	Long Overhaul	1.00	36.00
110	lin. ft.	18" Corrugated Metal Pipe	3.50	385.00
200	lin. ft.	12" Concrete Pipe	2.00	400.00
70	lin. ft.	18" Concrete Pipe	3.50	245.00
30	lin. ft.	30" Concrete Pipe	9.00	270.00
8,700	cu. yds.	2" - 0" Rock in Base	2.50	21,750.00
5,300	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.60	13,780.00
630	M-gal.	Sprinkling	2.50	1,575.00
17,500	tons	Class "B" Asphaltic Concrete	6.40	112,000.00
90	tons	RS-1 Emulsified Asphalt	45.00	4,050.00
530	cu. yds.	Aggregate in Seal Coat	5.50	2,915.00
			Subtotal	$178,516.00
			10% Engr. & Cont.	17,851.60
			Total	$196,376.60

Length of Roadway	8.262 miles
Length of 3 Bridges (Exception)	.070 mile
Total Length	8.332 miles
Cost per mile, Roadway	$23,768.65

Federal Funds- -$121,000.00
State Funds- 75,376.60

$196,376.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-112 (1)

UNION CREEK JUNCTION-LOST CREEK SECTION OF THE WEST DIAMOND LAKE HIGHWAY IN JACKSON AND DOUGLAS COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 26, 1951

Type Code 6201
Roadway (Sta. -0+35 to 438+00) (Wye Sta. 0+47 to 2+11.4)

All Required		Clearing and Grubbing (42%)		$ 4,200.00
80	cu. yds.	Structural Excavation, Unclassified	$ 3.50	280.00
25,300	cu. yds.	General Excavation, Unclassified	.60	15,180.00
22,000	yd. stas.	Short Overhaul	.02	440.00
36	C-yd stas.	Long Overhaul	.50	18.00
110	lin. ft.	18" Corrugated Metal Pipe	5.50	605.00
200	lin. ft.	12" Concrete Pipe	2.50	500.00
70	lin. ft.	18" Concrete Pipe	4.00	280.00
30	lin. ft.	30" Concrete Pipe	7.00	210.00
8,700	cu. yds.	2"-0 Rock in Base	2.75	23,925.00
5,300	cu. yds.	3/4"-0 Rock in Base and Shoulders	3.00	15,900.00
630	M-gals	Sprinkling	2.75	1,732.50
17,500	Tons	Class "B" Asphaltic Concrete	6.25	109,375.00
90	Tons	RS-1 Emulsified Asphalt	50.00	4,500.00
530	Cu. yds.	Aggregate in Seal Coat	4.00	2,120.00
			Subtotal	$179,265.50
			10% Engr. & Cont.	17,926.53
			Total	$197,192.05

Length of Roadway	8.262 miles
Length of 3 Bridges (Exception)	.070 miles
Total Length	8.332 miles
Cost per mile, Roadway	$23,867.35

Federal Funds -	$122,000.00
State Funds- -	75,192.05
	$197,192.05

UNION CREEK JUNCTION-LOST CREEK SECTION

PROJECT NO. 5-112 (1)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

by

J. W. Nash
Assistant Office Engineer

March 26, 1951

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

GON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

March 29, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. S-112(1), Union Creek Jct.-Lost Creek Section of the West Diamond Lake Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is your autherity to advertise for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

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May 23, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Prospect-Union Creek Junction Section, Project Number S-47 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

S. H. Probert
Office Engineer

JWN:plc

encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-47 (5)

PROSPECT-UNION CREEK JUNCTION SECTION
OF THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1951

Type Code 6201
2-Lane Roadway (Sta. 2470+10 to 3001+99)
(Sta. 3007+49 to 3071+90)

All Required		Clearing and Grubbing (57%)		$ 7,125.00
80	cu. yds.	Structural Excavation, Unclassified	$ 3.00	240.00
10.06	miles	Roadbed Widening and Shaping, Location "A"	1,800.00	18,108.00
1.25	miles	Roadbed Widening and Shaping, Location "B"	2,500.00	3,125.00
830	lin. ft.	12-inch Concrete Pipe	2.00	1,660.00
11,780	cu. yds.	2" - 0 Rock in Base	2.50	29,450.00
7,150	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.60	18,590.00
790	M-gal.	Sprinkling	2.50	1,975.00
25,280	tons	Class "B" Asphaltic Concrete	6.40	161,792.00
119	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	5,355.00
740	cu. yds.	Aggregates in Seal Coat	5.50	4,070.00
			Subtotal	$251,490.00
			10% Engr. & Cont.	25,149.00
			Total	$276,639.00

Length of Roadway	11.301 miles
Length of 1 Bridge (Exception)	.007 mile
Total Length	11.308 miles
Cost per mile, Roadway	$24,479.16

Type Code 6201
4-Lane (Sta. 3001+99 to 3007+49)

All Required		Clearing and Grubbing (1%)		$ 125.00
0.10	mile	Roadbed Widening and Shaping, Location "B"	$2,500.00	250.00
220	cu. yds.	2" - 0 Rock in Base	2.50	550.00
150	cu. yds.	3/4" - 0 Rock in Base and Shoulders	2.60	390.00
10	M-gal.	Sprinkling	2.50	25.00

220	tons	Class "B" Asphaltic Concrete	$ 6.40	$ 1,408.00
1	ton	RS-Emulsified Asphalt in Seal Coat	45.00	45.00
10	cu. yds.	Aggregate in Seal Coat	5.50	55.00
			Subtotal	$ 2,848.00
			10% Engr. & Cont.	284.80
			Total	$ 3,132.80

Length of Roadway	0.104 mile
Cost per mile, Roadway	$30,123.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$276,639.00	$168,096.00	$108,543.00
4-Lane Roadway	3,132.80	1,904.00	1,228.80
	$279,771.80	$170,000.00	$109,771.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-47 (5)

PROSPECT-UNION CREEK JCT. SECTION
OF THE CRATER LAKE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 26, 1951

Type Code 6201

2-Lane Roadway (Sta. 2470+10 to 3001+99)
(Sta. 3007+49 to 3071+90)

All Required		Clearing and Grubbing (57%)		$ 5,700.00
80	cu. yds.	Structural Excavation, Unclassified	$ 3.50	280.00
10.06	miles	Roadbed Widening and Shaping, Location "A"	2,000.00	20,120.00
1.25	miles	Roadbed Widening and Shaping, Location "B"	3,300.00	4,125.00
830	lin. ft.	12-inch Concrete Pipe	2.50	2,075.00
11,780	cu. yds.	2" - 0 Rock in Base	2.75	32,395.00
7,150	cu. yds.	3/4" - 0 Rock in Base and Shoulders	3.00	21,450.00
790	M-gal.	Sprinkling	2.75	2,172.50
25,280	tons	Class "B" Asphaltic Concrete	6.25	158,000.00
119	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	5,950.00
740	cu. yds.	Aggregate in Seal Coat	4.00	2,960.00
			Subtotal	$255,227.50
			10% Engr. & Cont.	25,522.75
			Total	$280,750.25

Length of Roadway	11.301 miles
Length of 1 Bridge (Exception)	.007 mile
Total Length	11.308 miles
Cost per mile, Roadway	$24,842.95

Type Code 6201
4-Lane (Sta. 3001+99 to 3007+49)

All Required		Clearing and Grubbing (1%)		$ 100.00
0.10	mile	Roadbed Widening and Shaping, Location "B"	$3,300.00	330.00
220	cu. yds.	2" - 0 Rock in Base	2.75	605.00
150	cu. yds.	3/4" - 0 Rock in Base and Shoulders	3.00	450.00

10	M-gal.	Sprinkling	$ 2.75	$ 27.50
220	tons	Class "B" Asphaltic Concrete	6.25	1,375.00
1	ton	RS-1 Emulsified Asphalt in Seal Coat	50.00	50.00
10	cu. yds.	Aggregate in Seal Coat	4.00	40.00
			Subtotal	$ 2,977.50
			10% Engr. & Cont.	297.75
			Total	$ 3,275.25

Length of Roadway	0.104 mile
Cost per mile, Roadway	$31,492.78

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$280,750.25	$168,040.00	$112,710.25
4-Lane Roadway	3,275.25	1,960.00	1,315.25
	$284,025.50	$170,000.00	$114,025.50

PROSPECT-UNION CREEK JUNCTION SECTION

PROJECT NO. S-47 (5)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

by

J. W. Nash
Assistant Office Engineer

March 26, 1951

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May 4, 1951

REGISTERED MAIL

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Your contracts No. 3492 for re-oiling on the Mt. Hood Highway near Gresham and Sandy in Clackamas and Multnomah counties and No. 3497 for work on the Prospect-Union Creek Junction and Union Creek Junction-Lost Creek sections in Jackson and Douglas counties have been received in this office fully executed. We are, therefore, returning your certified checks No. 5972 in the amount of $1,250 and No. 5974 in the amount of $25,000.00, which you submitted with your proposals on April 13, 1951.

Contracts as listed below have been fully executed as to bond. Your deposits as second low bidder are, therefore, being returned.

Contract No.	Project	Your Check No.	Kind	Amt.	Successful Bidder
3506	Alder Creek-Philomath	5969	Certified	$9000	Warren Northwest, Inc.
3478	Philomath (F St.- H St.)	5970	"	1000	Warren Northwest, Inc.
3486	Boardman Jct.-Echo	5968	"	2500	Babler Bros.
3490	Div. 1-A Re-oiling	5967	"	1500	Harr & Horton
3502	Weston Re-oiling	5971	"	1290	Standard Asphalt Paving Co., Inc.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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Enc.

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FOR FILING

S-417(5) 8112(1)

3497

May 2, 1951

J. C. Compton Co.
Box 86
McMinnville
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3497, which was awarded to you on April 13, 1951 by the State Highway Commission, covering grading and paving on the Prospect-Union Creek Junction and Union Creek Jct.-Lost Creek Sections of the Crater Lake and West Diamond Lake Secondary Highways in Jackson and Douglas Counties. This contract is for your records and files.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encl. 1

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S 47(5) S-112(1)

3497

May 2, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on May 1, 1951 on Contract No. 3497, Prospect-Union Creek Junction and Union Creek Junction-Lost Creek Section, in connection with Federal Aid Project No. S-47 (5) S-112 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

DBP:plc

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FOR FILING
3477

April 16, 1951

J. C. Compton Company
Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 13, awarded you Contract No. 3497 for grade widening and paving, furnishing rock in stockpile on the Prospect-Union Creek Junction and Union Creek Junction-Lost Creek Sections of the Crater Lake and West Diamond Lake Highways north of Prospect in Jackson and Douglas Counties. This award was based on your low bid of $452,454 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

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OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-112(1), Union Creek Junction-Lost Creek Section of the West Diamond Lake Highway, to J. C. Compton of McMinnville, who submitted the low bid.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

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APR 17 1951
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-47(5), Prospect-Union Creek Junction Section of the Crater Lake Highway, to J. C. Compton of McMinnville, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

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APR 17 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1951
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

S-47(5)

3447

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 28, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon Project FAS-112, West Diamond Lake Highway in Jackson and Douglas Counties, is approved today.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Copy to Probert.

NOTED
W. C. WILLIAMS

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FOR FILING
S-47(5)
[illegible]

March 22, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Federal-aid Secondary Highway Project No. S-112 (1), Item No. 46, Diamond Lake Secondary Highway, and Project No. S-47 (5), Item No. 38, Prospect-Union Creek Section of the Crater Lake Highway, are contiguous sections.

The only suitable quarry within economical haul distance is located 0.9 mile north of the junction of the two sections, and the only practical method of constructing the two projects on the most economical basis is to combine them in one project, so that one crusher operation can furnish the materials necessary for the surfacing of both. Two crusher setups are not practicable.

The two projects combined involve approximately 43,000 tons of asphaltic concrete, and this amount of tonnage can be produced and placed by a competent contractor during one working season.

We consider it essential that the projects be combined into one contract, and your concurrence is respectfully requested. Our plans that are being made are based on the combining of both jobs in one contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams

RECEIVED

March 21, 1951

County Court of Douglas County
Roseburg, Oregon

Gentlemen:

Although full information is not as yet at hand relative to regulations pertaining to expenditure of 1952-53 federal-aid secondary highway funds, it may be that one of the requirements will be that county courts concur with the State Highway Commission on federal-aid secondary highway projects (both on state highways and on county roads).

One of the projects planned in Douglas and Jackson Counties is the resurfacing and widening with asphaltic concrete of the Union Creek Junction-Lost Creek Section of the West Diamond Lake Federal-aid Secondary Highway, Federal Project No. S-112 (1). The northerly 2.3 miles of this section is in Douglas County, extending northerly 2.3 miles from the Douglas-Jackson County Line which is about 6 miles north of the junction with the Crater Lake Highway near Union Creek.

The specifications for this project are approximately as follows:

Width of pavement - 20 feet
Width of shoulders - 2 feet
Estimated cost - $200,000
Estimated completion date - October 30, 1952

This resurfacing is necessary to permit the hauling of logs from the Umpqua National Forest throughout the year and to eliminate the necessity of establishing reduced load limits during inclement weather, now necessary because of the present inadequate strength of the existing roadway.

We are planning to open bids on the project at the April 12-13 meeting of the State Highway Commission, and, in order that the project not be delayed, your concurrence is respectfully requested. If the above listed project and plans meet with your approval, please advise of your concurrence on the extra copy of this letter and return it immediately to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

VGO'N:gs

cc Mr. W. C. Williams

VED

3-[illegible]-51

8477

Cross Referenced To:
adm
U. S. Gov't
Dept. of Agri
Forest Service

March 21, 1951

S-112(1)

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the essentiality of improvement of an 8.3-mile section of the Diamond Lake Secondary Highway, on which project we propose to open bids at the April 12-13 meeting of the State Highway Commission.

The 8.3-mile section considered for improvement taps a very heavy stand of national forest timber which the Forest Service is very desirous of harvesting at this time. The existing road is not strong enough to carry log-truck traffic, and the hauling of logs over the existing surfacing would soon destroy the surface in its entirety. We have already granted to the Forest Service permission to start hauling logs over the southerly 0.9-mile section of this highway as of July 1, 1951 on the basis that the pavement would be completed on the project before wet weather arrives.

I attach hereto a copy of a letter received from James Frankland, Acting Regional Forester, setting forth the amount of timber that must be moved to market over this highway.

This information, together with that furnished you in our original communication of March 5, 1951, should definitely establish the essentiality of improving this section of highway. May we have your approval for the calling of bids for April 12 and 13.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
Encl.
cc Mr. W. C. Williams

MAR

FOR FILING

March 19, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to certify that in the programming of the Crater Lake Highway Junction-North Section (Project No. S-112 (1), Item No. 146, our letter March 5, 1951), there was cooperation between the State Highway Commission and the appropriate local officials as required by provisions of the Federal-aid Highway Act of 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHT:gs

FOR FILING

March 5, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Inclusion of the below described project in Oregon's program of Federal-aid Secondary Highway Projects is requested.

Item No.	146	-(138
County	Douglas and Jackson	
Project No.	S-112 (1)	S - 47(5)
FA Route No.	236	
State Route No.	230	
Termini	Jct. with Crater Lake Highway near Union Creek to 2.3 miles north of Jackson County Line (Crater Lake Hwy. Jct.-North Section)	
Estimated Total Cost	$200,000	
Federal Funds	$124,000	
Length	8.3 miles	
Character of Work	Gr., Dr., 2-lane high-type pavement	

According to our records, the status of Oregon's Secondary Program, after inclusion of this project, will be:

Total apportionment	$14,268,706
Number of projects programmed	141
Total length programmed (miles)	806.878
Total cost programmed	$23,900,755
Federal-aid funds programmed	$14,092,685
Per cent programmed	98.8
Unprogrammed balance	$ 176,021

In the amount shown as "federal-aid programmed," we have included the $62,000 increase requested for Item No. 93, Project S-105 (1) on March 1, 1951.

The existing surfacing on the section proposed to be improved is a light oil-treated surfacing 18 feet wide, inadequate for the heavy log-hauling traffic scheduled to be handled over it during the coming summer and the years to follow. It is proposed to widen the surfacing to a width of 20 feet and to strengthen it by the addition of three inches of asphaltic concrete.

Justification for the project is the same as for the adjoining project on the Prospect-Union Creek Section of the Crater Lake Highway, which project is Item No. 138 in the federal-aid secondary program submitted to you on February 2, 1951. In that connection, we quote from a letter received from H. J. Andrews, Regional Forester, U. S. Forest Service, Portland, Oregon, as follows:

> "Improvement of the Diamond Lake Highway to permit log hauling is urgently needed. It is our request that this improvement be undertaken early in 1951 so that this timber can be made available for mills in the Medford area. Production of timber from the Rogue River block is considered necessary for national defense."

Traffic information for the project is as follows:

1949 Data:

A.D.T.	100
Per cent commercial	20

1965 Data (Estimated):

A.D.T.	225
Average summer maximum	350
30th peak hour	45
Per cent commercial	30

A sketch map showing the location of the project is enclosed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

Encl.

ECEIVED
FOR FILING

February 21, 1951

Mr. H. J. Andrews
Regional Forester
U. S. Forest Service
P. O. Box 4137
Portland, Oregon

Dear Sir:

Reference is to your letter dated January 26, your file E, ROADS & TRAILS - Rogue River - General, and to a previous reply to the inquiry of L. G. Jolley, Forest Supervisor, under date of October 13, all of which have reference to your proposed sale of timber in the Rogue River block of the Rogue River Working Circle, which requires the use of about 0.9 of a mile of the West Diamond Lake Secondary Highway in order to market the logs.

The subject has been further discussed with Mr. Baldock today, with the result that it would be impractical to grant log-hauling permits over any portion of the West Diamond Secondary Highway until the base is strengthened through resurfacing.

As mentioned to Mr. Jolley, the project, consisting of approximately eight miles in conjunction with the Crater Lake Highway, is included in our current construction program scheduled for the first year, or 1951.

We propose to advertise and contract the project as soon as possible after the same has been approved by the Bureau of Public Roads.

Copies of your letter have been forwarded to T. M. Davis, District Engineer, as evidence in support of our application as an essential project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

CEIVED
FOR FILING

February 20, 1951

Mr. T. N. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We recently applied to you for addition of a nine-mile section of the Diamond Lake Secondary Highway to the Federal-aid Secondary System. I attach hereto a letter from Mr. James Frankland, Acting Regional Forester, which sets forth more fully the need of placing this section on the federal-aid system so that it can be improved with federal funds and thus have sufficient stability to handle the timber-haul traffic that will soon develop.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
NORTH PACIFIC REGION

ADDRESS REPLY TO
REGIONAL FORESTER
AND REFER TO

BOX 4137
POST OFFICE BUILDING
PORTLAND, OREGON

E
ROADS & TRAILS - Rogue River
General

January 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 13, 1950 addressed to Mr. L. G. Jolley, Forest Supervisor, Rogue River National Forest, and to the agreement made at the recent Oregon Forest Highway Program meeting concerning the Diamond Lake Highway.

Timber production from national forest and other lands tributary to the Diamond Lake Highway has been limited or not possible because of the light construction standard of this highway. Our timber management plans identify this area as the Rogue River block of the Rogue River Working Circle. The total area of timber land affected is about 200,000 acres.

The total volume of all species of timber in this block is about 6 billion board feet. About half of this volume is on lands which lie east of the junction of the Diamond Lake and Crater Lake highways. The allowable annual cut above this junction approximates 28 million board feet.

Improvement of the Diamond Lake Highway to permit log hauling is urgently needed. It is our request that this improvement be undertaken early in 1951 so that this timber can be made available for mills in the Medford area. Production of timber from the Rogue River block is considered necessary for national defense.

Very truly yours,

H. J. ANDREWS, Regional Forester

J. Frankland
By: JAMES FRANKLAND, Acting

STATE [illegible]

[illegible] - North [illegible] miles
A.C. Resurface - $200,000
Programmed for 1951.

NOTED
W. W. SHIFFLER

Copy made for
[illegible]
2-[illegible]-51

p

CEIVED
1950
FOR FILING

October 13, 1950

Mr. L. G. Jolley
Forest Supervisor
Rogue River National Forest
Medford, Oregon

Dear Sir:

Your letter of October 11, relative to your proposed sale of timber in the Prairie Creek drainage, about five miles north and west of the Union Creek Ranger Station, is hereby acknowledged.

Without doubt, you are sufficiently familiar with our highways and their standards of construction in that vicinity, and are well aware that the West Diamond Lake Secondary Highway, even for the one mile section north of the junction with the Crater Lake Highway, would not withstand a continuous haul of logs.

A tentative federal-aid construction program for the fiscal years 1952-54 was compiled several months ago and submitted to our Highway Commission for their study. The program has not been officially approved due to the fact that approval by the Commission naturally must be withheld until the final action of Congress on federal highway appropriations which occurred subsequent to our September Commission meeting. A special meeting is scheduled for October 26 for the consideration of and approval of our 1951 budget and the 1952-54 federal-aid construction program.

The program includes two projects on the highways affected in marketing the logs from the Prairie Creek drainage, as follows:

1. Crater Lake Highway - 11.7 miles of asphaltic concrete resurface from Prospect to Union Creek.

2. West Diamond Lake Secondary Highway - 8.3 miles of asphaltic concrete resurface northerly from the junction with the Crater Lake Highway.

Both of these projects are scheduled for the first year of the program. However, this would mean that the earliest practicable date upon which a contractor could start work would be approximately June 1. It is hardly probable that the contractor could complete all of the work entailed in the project before September. Therefore, if the sale of the timber is made on the assumption that the hauling of logs will be authorized over 0.9 mile of the West Diamond Lake Highway north of the junction with the Crater Lake Highway, we suggest that the sale of the timber be postponed for one year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc: E. A. Collier
K. D. Lytle
J. G. Bromley
R. B. Sipprell

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
ROGUE RIVER NATIONAL FOREST

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

MEDFORD OREGON

S
SALES, Rogue River
Prairie Creek (Proposed)

October 11, 1950

E
ROADS & TRAILS, Rogue River
General

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This fall we propose to advertise a block of timber for sale in the Prairie Creek drainage. The area is about 5 miles north of Union Creek Ranger Station, and situated on the west side of Rogue River. All logs will be transported over a Forest Service road to our existing bridge crossing of the Rogue River in Section 25, T. 30 S., R. 3 E. At that point the Forest Service road makes junction with the Diamond Lake Highway. This junction is 0.9 mile north of the Diamond Lake-Crater Lake Highway junction.

Although we are advised that the present surfacing on the Diamond Lake Highway is not of sufficient depth to hold logging traffic, we are also informed that your plans call for resurfacing of the lower portion of this Highway during the 1951 season. If this is true, would you be willing to grant permission to haul logs over the 0.9 mile in question? Hauling would begin in the spring of 1951 and extend until about November 30.

We would not make this request if a resurfacing job were not in sight. We hope it receives favorable consideration, as a parallel route to avoid Diamond Lake Highway will involve complications and be an expensive way to remove the timber.

Very truly yours,

L. G. Jolley

L. G. JOLLEY
Forest Supervisor

NOTED
W W [illegible]

OREGON STATE HIGHWAY DEPARTMENT

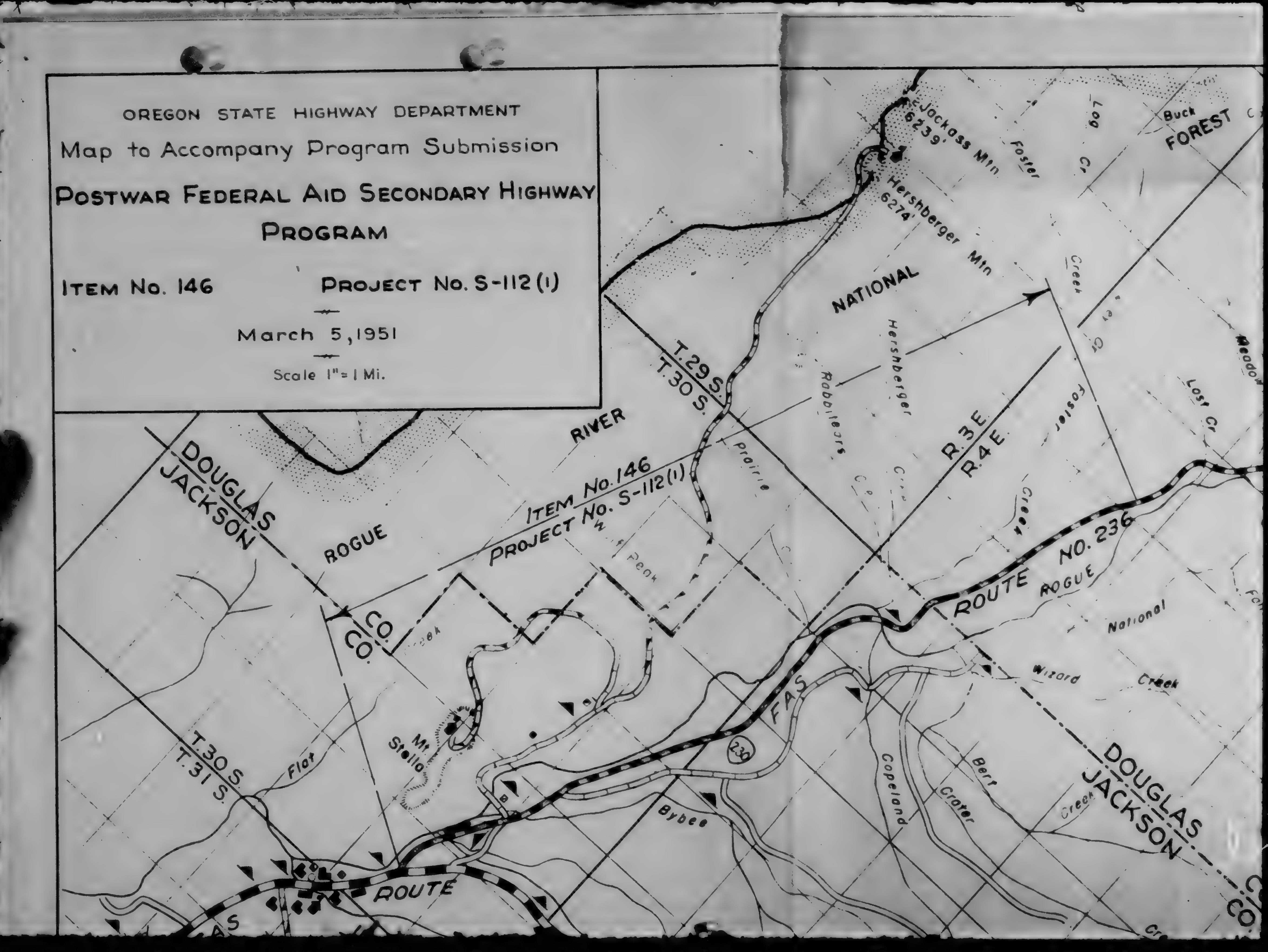
Map to Accompany Program Submission

POSTWAR FEDERAL AID SECONDARY HIGHWAY PROGRAM

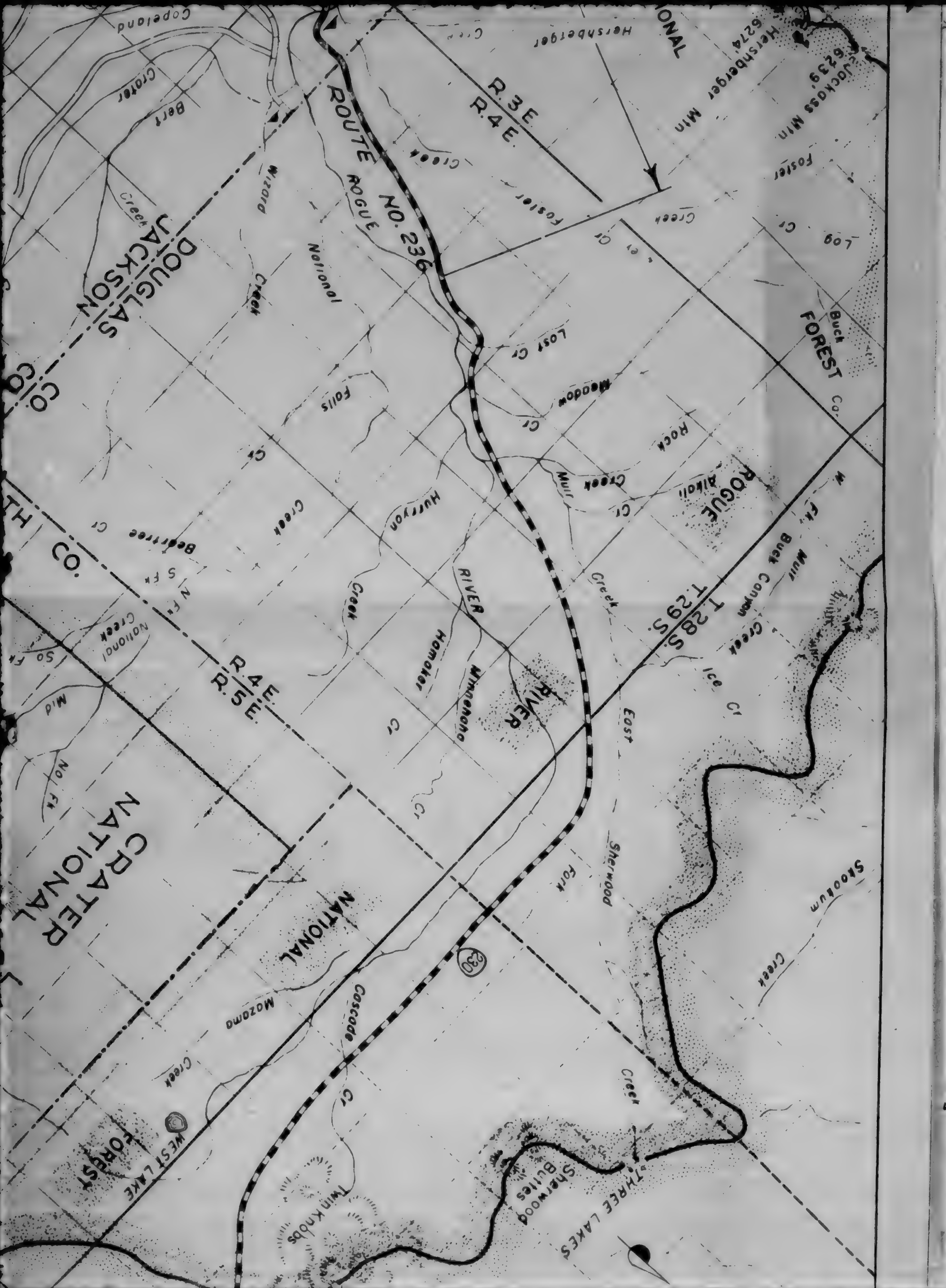
ITEM No. 146 PROJECT No. S-112(1)

March 5, 1951

Scale 1" = 1 Mi.



Jackass Mtn
6239'
Hershberger Mtn
6274'
Foster
Log Cr
Buck
FOREST
NATIONAL
Hershberger
Rabbitears
Creek
Lost Cr
Meadow
T.29 S.
T.30 S.
RIVER
R.3 E
R.4 E
Foster
Prairie
DOUGLAS
JACKSON
ROGUE
ITEM No. 146
PROJECT No. S-112(1)
Peak
Creek
ROUTE NO. 236
ROGUE
National
CO.
CO.
Wizard
Creek
FAS
230
Mt. Stella
T.30 S.
T.31 S.
Flat
Bybee
Copeland
Crater
Bert
Creek
DOUGLAS
JACKSON
CO.
ROUTE


DOUGLAS
JACKSON
CO.
TH CO.
ROUTE NO. 236
ROGUE
National
R.3E.
R.4E.
NAL
Copeland
Crater
Bert
Wizard
Creek
Hershberger
Hershberger Mtn
6274
Jackass Mtn
6239
Foster
Creek
Foster
Cr
Log Cr
Creek
Lost Cr
Buck
FOREST
Co.
Meadow
Cr
Rock
Creek
Mull
Alkali
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ROGUE
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Hurryon
Beartree Cr
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Mid
No Fk
Creek
RIVER
Hamaker
Minnehaha
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Cr
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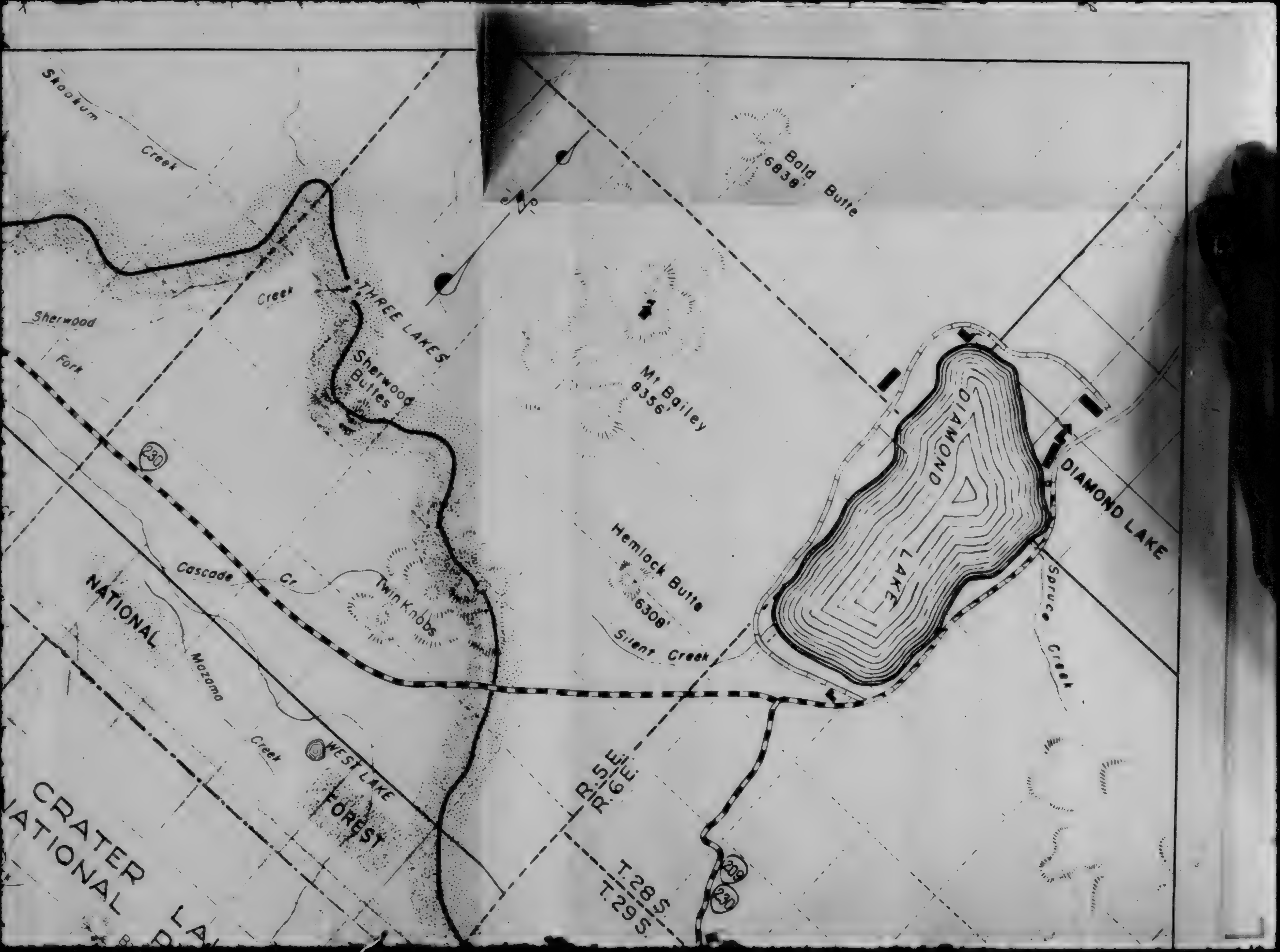
R.4E.
R.5E.
T.28S.
T.29S.
W. Fk
Buck Canyon
Mull
Creek
Creek
Ice Cr
East
Fork
Sherwood
Sherwood
Creek
Shookum
Creek
CRATER
NATIONAL
NATIONAL
Mazama
Creek
230
Cascade
Cr
Creek
FOREST
WEST LAKE
Twin Knobs
Sherwood Buttes
THREE LAKES

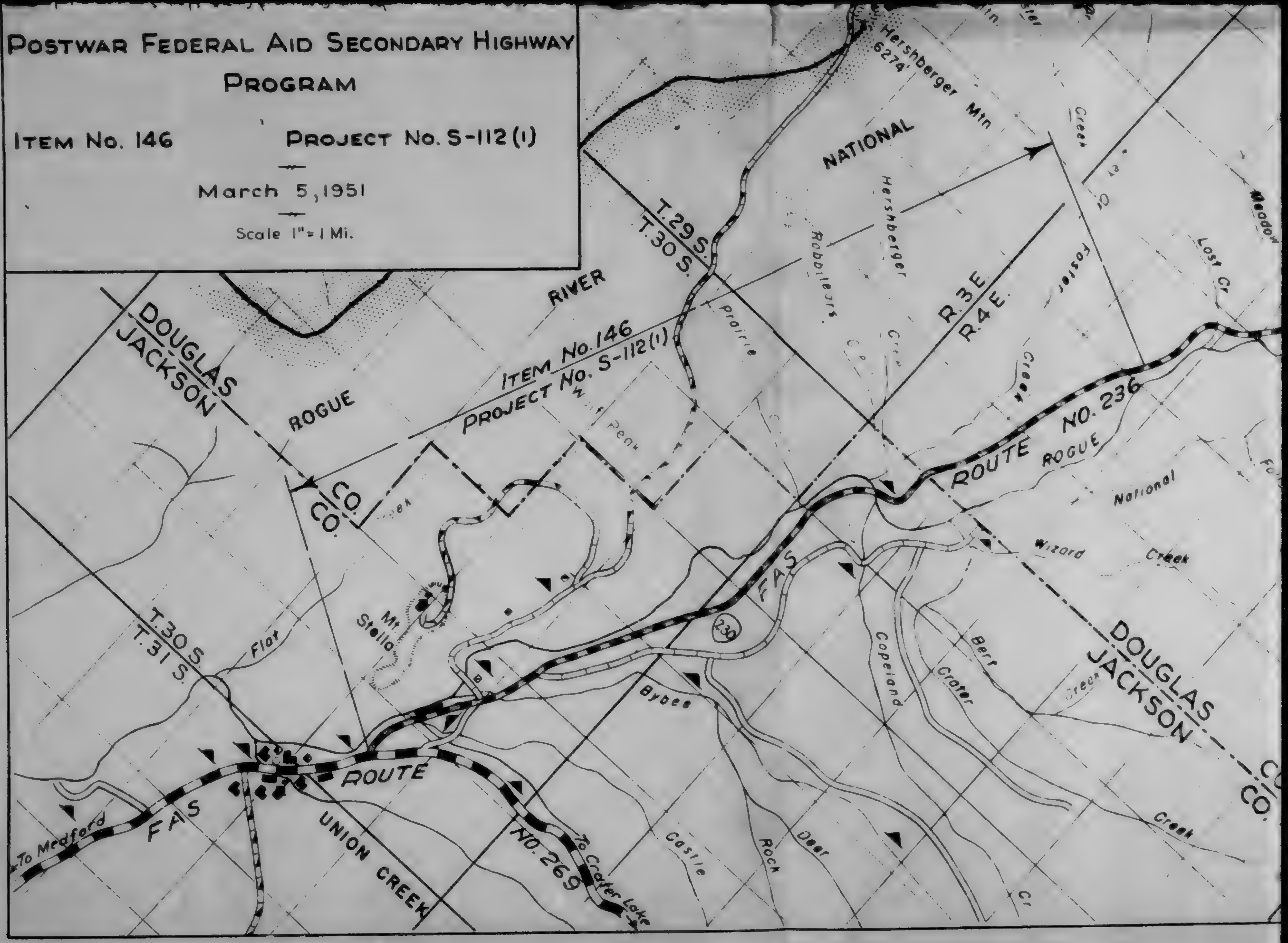

Skookum Creek
Sherwood Fork
Creek
THREE LAKES
Sherwood Buttes
Bald Butte 6838'
Mt Bailey 8356'
DIAMOND LAKE
DIAMOND LAKE
Spruce Creek
Hemlock Butte 6308'
Silent Creek
230
Cascade Cr
Twin Knobs
NATIONAL
Mazama Creek
WEST LAKE
FOREST
CRATER
ATIONAL
R.5E.
R.6E.
T.28S.
T.29S.
209
230

POSTWAR FEDERAL AID SECONDARY HIGHWAY PROGRAM

ITEM NO. 146 PROJECT NO. S-112 (1)

March 5, 1951

Scale 1" = 1 Mi.


DOUGLAS
JACKSON
CO.
CO.
ROGUE
RIVER
T.29 S.
T.30 S.
T.31 S.
R.3 E
R.4 E
ITEM No. 146
PROJECT No. S-112 (1)
NATIONAL
Hershberger Mtn 6274'
Hershberger
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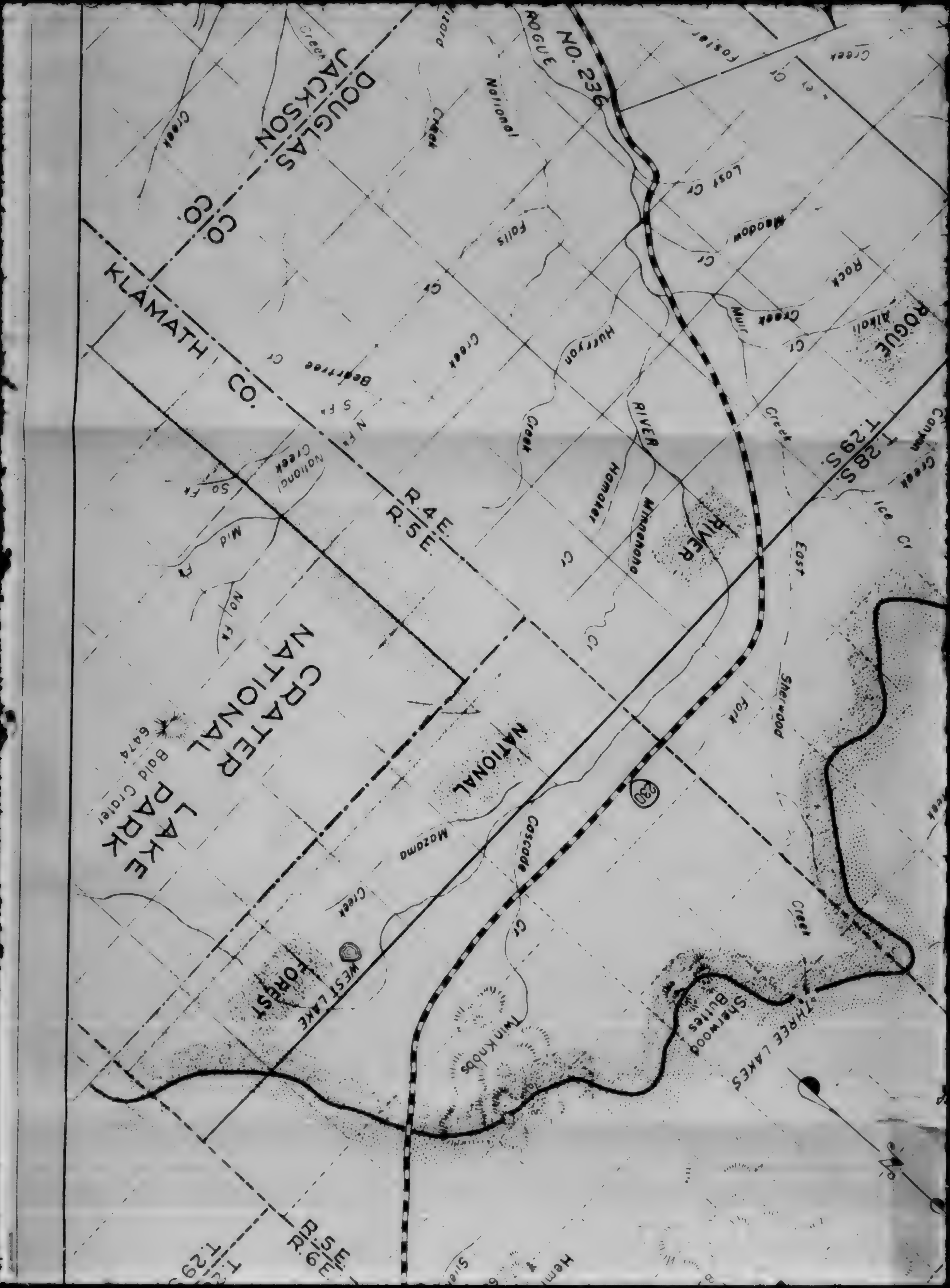
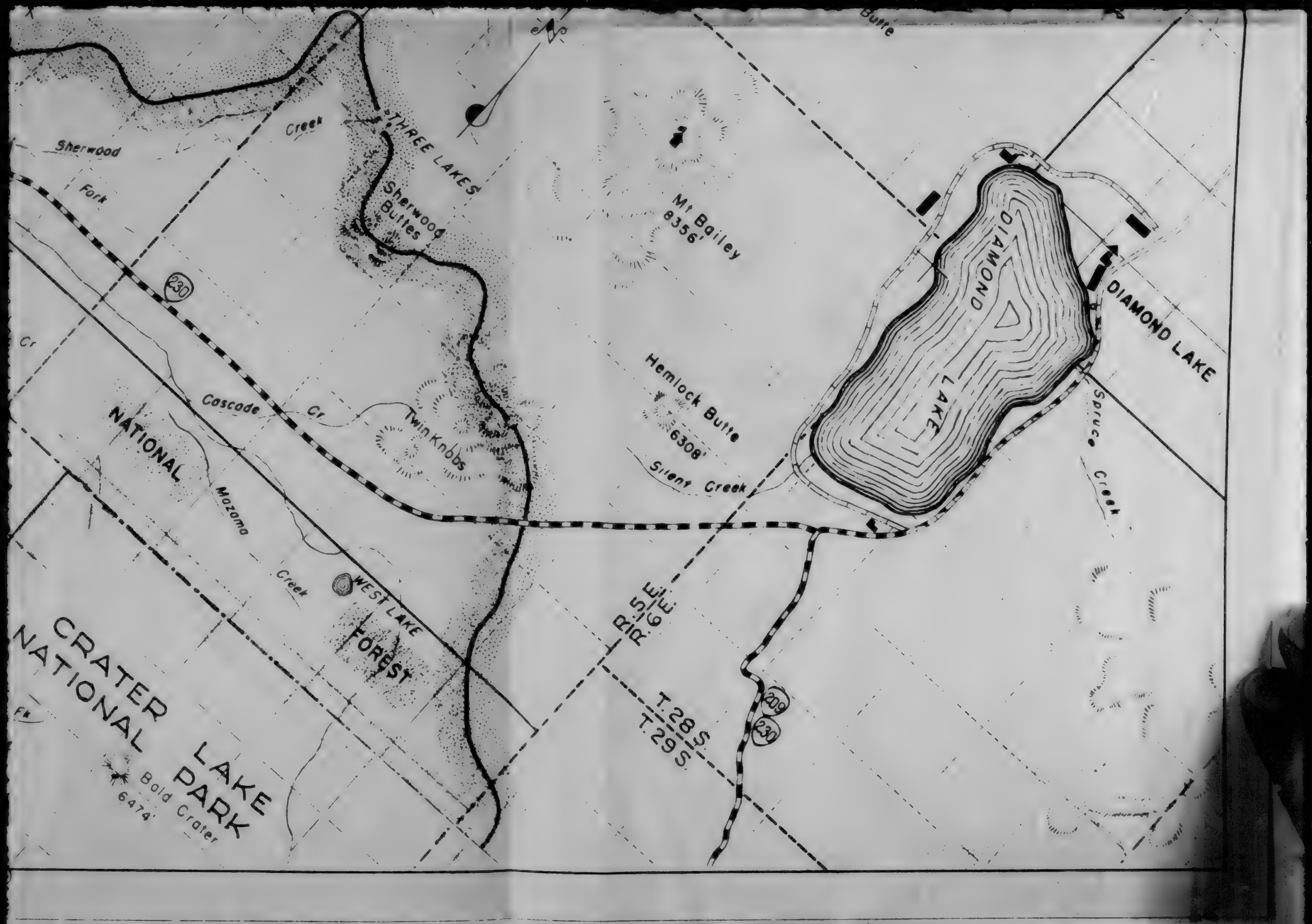
Prairie
Foster
Lost Cr
Meadow
Creek
Peak
Mt Stella
Flat
FAS ROUTE NO. 236
ROGUE National
Wizard Creek
230
Copeland
Bert
Crater
Bybee
Castle
Rock
Deer
Cr
FAS ROUTE NO. 269
UNION CREEK
To Medford
To Crater Lake


DOUGLAS CO.
JACKSON CO.
KLAMATH CO.
NO. 236
ROGUE
ROGUE
RIVER
RIVER
CRATER LAKE NATIONAL PARK
Bald Crater
6474
NATIONAL
FOREST
WEST LAKE
230
R.4E.
R.5E.
T.28S.
T.29S.
R.5E.
R.6E.
T.29
Twin Knobs
Sherwood Buttes
THREE LAKES
Foster
Creek
Cr
Lost Cr
Meadow
Cr
Rock
Creek
Muir
Creek
Alkali
Cr
Hurryon
Creek
Falls
Cr
National
Creek
Beartree Cr
S Fk
N Fk
National
Creek
So Fk
Mid
Fk
No Fk
Hamaker
Cr
Minnehaha
Cr
East
Fork
Sherwood
Creek
Ice
Cr
Canyon
Creek
Creek
Mazama
Creek
Cascade
Cr
Hem
Stella


Butte
THREE LAKES
Creek
Sherwood
Fork
Sherwood Buttes
Mt Bailey
8356'
DIAMOND
LAKE
DIAMOND LAKE
230
Cr
Cascade
Cr
Twin Knobs
Hemlock Butte
6308'
Silent Creek
Spruce Creek
NATIONAL
Mazomo
Creek
WEST LAKE
FOREST
R.5E.
R.6E.
T.28S.
T.29S.
209
230
CRATER LAKE
NATIONAL PARK
Bald Crater
6474'

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FOR FILING

S-47(5)
S-112(1)
3497

March 8, 1951

Mr. L. O. Jolley, Forest Supervisor
Rogue River National Forest
Medford, Oregon

Dear Sir:

I understand that you will grant permission to the State Highway Department to utilise a rock quarry in a recreation area of the Rogue River National Forest for use in the resurfacing of the Diamond Lake Highway. Also, we understand you wish authority to haul logs over the West Diamond Lake Highway for a distance of 0.9 mile from the Crater Lake Highway junction.

This letter is to advise you that permission will be granted for the hauling of logs over the 0.9-mile section, providing such hauling is not started before July 1, 1951.

We appreciate your making available the quarry site.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. E. A. Collier
Mr. K. D. Lytle

NOT
W. C. WILL

3-7-51

Tom Edwards phoned requesting a letter to L. G. Jolley, Forest Supervisor, Medford giving permission to haul logs over West Diamond Lake Hwy for 0.9 mile up from Crater Lake Highway. Forest Service wants to sell timber, haul not to start before July 1 1951.

Forest Service will allow us to use quarry in recreation area for the asphaltic concrete resurface job to be let in April. Edwards reports use of this quarry will save State $40,000 over other quarries farther away.

Our surfacing contract will provide for doing this 0.9 mile first thing.

Edwards & Beaney recommend permission be given starting after July 1st and think damage will be moderate and easily repaired. I concur.

U-322(1) Water St.-Commercial St. 1951
Salem (Marion St. Br.) Sec.,
#3498 Marion St. in Salem

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section: Water St. - Commercial St. Unit Salem (Marion Street Bridge) Section
For Week Ending: April 26, 1952
Kind of work: Street Patching
Highway: Salem-Dallas
Section prefix: 24-1041-252
Contractor: Marion
Contract number: 3498
Date of contract: April 13, 1951
Date of completion: Sept15, 1951
Date work started: May 14, 1951
Estimated date of completion: Sept 15, 1951
Amount of contract: $
Per cent of time elapsed: 100 %
Estimated cost of completed project, exclusive of engineering: $
Per cent of contract completed, based on total contract price: %
Engineering cost to date $ 4412.29, 159 %
Date project was completed: Sept. 15, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Vic Moffitt started covering concrete sidewalks on South side of street with ¼"-0 Black Top Mix, Wed Morning. Sidewalk finished with dry cement to make it look like concrete.

Patched South side of two blocks between Commercial & Water Strs., on Marion St.

Farrar's crew burned about 113 ft of pavement along gutter starting at radius pt at Commercial St., then along North side of Marion St, to the West; this work in order to get water to catch basin.

Water Co., raised all meters in the sidewalk that was raised. Property owners permission obtained to cover walk from house to meet new grade of sidewalk that was raised.

Job Completed, Thursday AM.

NOTED
J. C. SMITH

RECEIVED
APR 2 9 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. F. McGee
Address Res. Englr.

NOTED
K. D. LYTLE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair		
Thursday	Cloudy		
Friday			
Saturday			

RECEIVED
1951
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OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 30, 1951

(CONTRACT NO.) 3498	(EST. NO.)	(CONTRACTOR)
3498	6-final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20391	R-28803	$ 914.43	Nov. 28, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: **Sep. 15, 1951**

Time Extensions: **None**

Completion Date: **Sep. 15, 1951**

Date Accepted: **Oct. 11, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-3-51**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 4 1951
A. A. Wicklander

NOTED ON CARD
12-3-51 gl

RECEIVED
FOR FILING

November 15, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3498 for work performed on the Water St.-Commercial St. Section in Salem (Marion Street Bridge), Marion County, was completed by the contractor, Warren Northwest,Inc., on September 15 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $914.43 will be released to the contractor on or after November 25, 1951. The total contract amount is $30,220.52, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

U-338(1)

3498

October 25, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc. on contract No. 3498, for grading and paving on the Water St.-Commercial St., Salem (Marion Street Bridge) Section in Marion County.

This payment, in the amount of $7,969.93, will be made to the contractor on or after November 5, 1951. The retained percentage is $906.37.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
11-25-51

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SEP 26 1951
FOR FILING

U-322(1)

3498

September 21, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 15, 1951 on Contract No. 3498, Water Street-Commercial Street Unit, Salem (Marion Street Bridge) Section, in connection with Federal Aid Project No. U-322 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

RECEIVED

FOR FILING

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[illegible]

NOTED
State Highway Engineer

July 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-322(1)
Marion Street Bridge Approaches
Your request for 4th quarter, 1951
allotment of reinforcing steel

Dear Sir:

Receipt of subject request is acknowledged.

Reference is made to Deputy Commissioner Clark's C-2.3 memorandum of July 17, sent you with our letter dated July 23, 1951.

In transmitting the memorandum to this office, the Division Office commented as follows:

> "Apparently the most significant change is that reinforcing bars, fabricated metal will be excluded from highway allocation. We believe that substantially all reinforcing steel used on highway projects is within that classification and request for priority assistance in connection with reinforcing steel, therefore, generally will be entertained only after it is found delivery cannot be had without assistance."

If you have reason to believe that the reinforcing steel listed in subject submission will not be available without assistance, please so advise. We will then promptly forward it to the Division, recommended for approval.

Very truly yours,

C. G. POLK
Acting District Engineer

Original sent to
W. [illegible]

RECEIVED
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OREGON DISTRICT
[redacted]
U-322(1)
3418

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 25, 1951

W. C. WILLIAM

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-322(1) Marion Street Bridge - Your application for directive

Dear Sir:

Under date of July 24, 1951, the Division Office in Portland sent the following telegram to the Washington Office, Bureau of Public Roads:

> "REFERENCE CLARK'S TELETYPE OF SEVENTEENTH, DIRECTIVE NECESSARY FOR BOTH NICKEL AND STEEL FOR MARION STREET BRIDGE, OREGON U 322(1). STATE ADVISES UNITED STATES STEEL ASKS DIRECTIVE FOR FIFTEEN TONS OF PLATES FROM SOUTH NINETY-SIX INCH MILL, THEIR ORDER ZG-3994, AND FIFTY-TWO TONS OF PLATES FROM HOMESTEAD, THEIR ORDER ZG-4005, AND DIRECTIVE FOR 825 POUNDS NICKEL FOR USE ON THE TWO ORDERS. MATERIAL IS TO BE USED IN MAIN PLATE GIRDER SPANS AND USE OF LESS CRITICAL MATERIAL WOULD REQUIRE REDESIGN WITH ANY POSSIBLE ADVANTAGE OFFSET BY SEVERAL MONTHS REQUIRED THEREFOR. EARLY DELIVERY ESSENTIAL BECAUSE FABRICATION OF ENTIRE BRIDGE MUST AWAIT THE MINOR QUANTITY REMAINING TO BE DELIVERED. NICKEL WILL BE MELTED BY AND SUPPLIED TO UNITED STATES STEEL BY INTERNATIONAL NICKEL COMPANY OF NEW YORK."

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

REFERRED TO
Williams.
State Highway Engineer
Please note & file
Have sent extra
copy to Porcan

RECEIVED
JUL 24 1951
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

File

U-322(1)

3498

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 19, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Re: Duplication of allotment authorization, Oregon Project U-322(1) Marion Street Bridge

Dear Sir:

Reference is made to your letter dated July 18, 1951, above subject.

We have today transmitted to Mr. Baldock copies of allotment authorizations BPR serial numbers 35-6 to 35-33 inclusive.

Number 35-21, dated July 10, 1951 allots 622.1 tons of carbon steel to the Marion Street Bridge. Number 35-33, dated July 12, 1951, duplicates number 35-21. As mentioned in our letter of transmittal of the authorizations, the contractor should promptly take the necessary measures to cancel one of the authorizations.

You mention the probability that still another authorization pre-dating number 35-21 (July 10, 1951) may have been issued. If such is the case, this office has no knowledge of it. In any event, the contractor should arrange to promptly cancel all save one of any duplications he may know about.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

copies to Paxson
+ Probert.

RECEIVED
JUL 23 1951
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OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

U-322(1)

3498

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 18, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-322(1)
Marion Street Bridge
Request for Priority Assistance - Nickel

Dear Sir:

The Division Office has sent us a copy of a telegram received from Deputy Commissioner Clark dated July 17, 1951 as follows:

> "REURMEMOS JULY 9 AND 11 RELATIVE PRIORITY ASSISTANCE IN PROCUREMENT NICKEL ALLOY STEEL FOR MARION STREET BRIDGE, PROJECT U 322(1), SALEM, OREGON. IT IS NOT CLEAR WHETHER DO-J3 RATING IS SUFFICIENT FOR NICKEL AND DIRECTIVE IS NECESSARY ONLY TO ASSURE THIRD QUARTER DELIVERY OF STEEL OR WHETHER DIRECTIVE IS NECESSARY FOR BOTH NICKEL AND STEEL. ADVISE PURPOSE FOR WHICH MATERIAL IS TO BE USED AND REASON WHY EARLY DELIVERY IS SO ESSENTIAL THAT DIRECTIVE IS JUSTIFIED INASMUCH AS DIRECTIVE WOULD REQUIRE MILL TO GIVE THIS PARTICULAR ORDER PRIORITY OVER ALL OTHER RATED ORDERS ON HAND. FURNISH NAME AND ADDRESS OF COMPANY WHICH WILL ACTUALLY MELT THE NICKEL AND SUPPLY IT TO UNITED STATES STEEL COMPANY."

Any further information which you may have than was included in your recent request for priority assistance in obtaining the necessary nickel will be appreciated, especially in response to the questions asked beginning with the sentence, "Advise purpose for which material is to be used * * *".

Very truly yours,

C G Polk

C. C. POLK
Acting District Engineer

Copy sent to the Division
7-19-51

RECEIVED
1951
OREGON DISTRICT
FOR FILING
OREGON
IDAHO
WASHINGTON U-322 (1)
3498

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 12, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-322(1)
Marion Street Bridge
Request for priority assistance

Dear Sir:

The Division Office, under date of July 11, 1951, has sent the following telegram to the Washington Office, Bureau of Public Roads:

> "WE HAVE RECEIVED COPIES OF LETTERS AUTHORIZING CONVERSION OF DO RATINGS INCLUDING FIVE FOR OREGON PROJECTS. HOWEVER WE HAVE NOT RECEIVED SUCH LETTER FOR OREGON U 322(1) MARION STREET BRIDGE WHICH IS HIGHEST PRIORITY. REVALIDATION WAS REQUESTED BY POLK'S JUNE 26 WIRE TO YOU SO THAT IN VIEW OF CLARK'S JULY 5 TELETYPE DISTRICT OFFICE AUTHORIZED USE OF J-3-3Q51 SYMBOL IN CONNECTION WITH RATING AUTHORIZATION 1689. CONFIRMATION OF PROPRIETY HAS BEEN REQUIRED. WE CANNOT DETERMINE POSITIVELY WHETHER ORDER ACCEPTED AND SCHEDULED FOR THIRD QUARTER BUT IF SO IT PRESUMABLY WOULD BE AUTOMATICALLY CONVERTED UNDER CMP REGULATION 3 DIRECTION 2 PUBLISHED IN JULY 6 FEDERAL REGISTER IN EVENT CONVERSION HAD NOT BEEN OTHERWISE ACCOMPLISHED. PLEASE ADVISE. BY AIRMEMO TODAY WE ARE FORWARDING REQUEST FOR DIRECTIVE TO OBTAIN NICKEL FOR ABOVE PROJECT AS EXPLAINED IN OUR JULY 9 AIRMEMO."

Very truly yours,

NOTED
W. C. WILLIAMS

C G Polk
C. G. POLK
Acting District Engineer

Copy to Payson

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 10, 1951

[illegible]

3418

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon U-322(1)
Marion Street Bridge, Salem

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

ised 1946)

PR8

State Oregon

Project No. U-322(1)

Federal Aid Urban

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of July, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of February, 1950, a program, which was approved on the 24th day of March, 1950, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 14th day of September, 1950; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of six hundred thousand and 00/100 dollars ($600,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 31+35.57 on Marion Street at Commercial and survey station 61+52.14 on Edgewater Street near Clark both in Salem, except station 58+00 to 60+07.26, length 0.532 miles, in Marion & Polk Counties being Oregon Federal Aid/Urban project No. U-322(1), consisting of 0.052 miles of roadway and two bridges, each of more than 20 feet clear span, 0.480 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

10—11879-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of six hundred thousand and 00/100 dollars ($600,000.00), which does not exceed the authorized Federal pro rata share of one million one hundred sixty-three thousand seven hundred seventy-one and 40/100 dollars ($1,163,771.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16-11379-2

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FOR FILING

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[illegible]

June 4, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on May 14, 1951 on Contract No. 3498, Water Street-Commercial Street Unit (Marion Street Bridge) Section, in connection with Federal Aid Project No. U-322 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:cw

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FOR FILING
FORM E-90X 25M 11-50 44702

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34[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1951

SUBJECT:

To:

Mr. F. D. Eason
Division Engineer
State Highway Dept.
L A B

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Warren Northwest, Inc., and Nap Rocque, covering the clearing and grubbing on the Water Street-Commercial Street Unit, Contract No. 3498, Ore. U-322 (1) is approved.

Six copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh
Encls.
cc W. C. Williams
C. G. Polk (2)

RECEIVED
MAY [illegible] 1951
FOR FILING
FORM E-30X 25M 11-50 44702

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[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1951

SUBJECT:

To:

Mr. F. D. Mason
Division Engineer
State Highway Dept.
L A B

NOTE
W. C. WILLIAMS

Dear Sir:

The subcontract between Warren Northwest, Inc., and E. N. Peterson, covering items 5, and 7 to 18 inclusive, on the Marion Street Bridge Approach, Contract No. 3498, Ore.U-322 (1) is approved.

Six copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh
Encls.
cc W. C. Williams
C. G. Polk (2)

RECEIVED
MAY 2 1951
FOR FILING

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3478

May 2, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

> Contract No. 3484, for grading and paving on the Parkrose (99th Ave.-122nd Ave.) Section of the Columbia River Highway in Multnomah County, awarded April 12, 1951.
>
> Contract No. 3498, for grading and paving on the Water St.-Commercial St. Unit, Salem (Marion Street Bridge) Section in Marion County, awarded April 13, 1951.

These copies are for your records and files.

We are also sending executed copies of the two above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

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11-23-(1)

3498

April 16, 1951

Warren Northwest, Incorporated
Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3498 for widening and paving the Water Street-Commercial Street Unit, Salem (Marion Street Bridge) Section on Marion Street in Salem, Marion County. This award was based on your low bid of $34,688 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

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FORM E-30 35M 3-51 47196

U - 33[illegible]

3498

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1951

SUBJECT:

To: Mr. H. G. Smith,
Construction Engineer,
Department.

3498

Dear Sir:

Herewith specifications and estimate, together with a print showing location and cross-sections of the proposed riprap work on the gravel embankment to be built along the Willamette River frontage, extending from a point opposite McNary Street 2,000 feet east.

Dredging operations now in progress will continue for another month and probably will complete the furnishing of material on top of the bank for the fills from approximate Station 70 east of the bridge end. The engineers maintain now that they are unable to get the material to complete the fills along the west end of this project and will be unable to do so until they come in late in the summer---perhaps August or September, when low water obtains and they can dredge the material from the bar areas on the south side of the river.

When they complete the dredging this next month on the east end of the project, it would seem advisable to measure up the material and determine the work involved in moving this material into place to complete the new grade as far as possible and probably anticipate the work involved in moving the additional material which the U. S. Engineers will dredge later this summer and fall at the west end of the job. This contract should also include such surfacing as will be necessary and the paving, which will probably be done in the summer of '52. The riprap work for which the specifications are now submitted can not be done until the Army Engineers complete their fall dredging work. It would seem, therefore, that this item should be included with the main contract. However, the specifications and estimate are submitted herewith for immediate contract, if so ordered.

Yours very truly,

NOTED
W. C. WILLIAMS
Williams

F. D. EASON,
Division Engineer.

FDE:AM

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MONTANA
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WASHINGTON

U-322(1)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. U-322(1), Marion Street Bridge (Water Street-Commercial Street) Section of the Salem-Dallas Highway, to Warren Northwest, Inc., of Portland, who submitted the only bid.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

RECEIVED
APR 17 1951
OREGON
STATE HIGHWAY COMMISSION

25-2020 Willow Cr.-Boardman Sec. 1951
#3409 of the Columbia River Hwy.

RECEIVED
OCT 9 - 1952
FOR FILING

October 8, 1952

Mr. George E. Berry
Route 2, Box 35
Beaverton, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 160 days, from November 30, 1951 to May 9, 1952, within which to complete your contract No. 3499 for fencing on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

John H. Walker,
Resident Engineer

H. G. Smith,
Construction Engineer

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SEP 1952
FOR FILING

25-2021

3499

September 9, 1952

Request for extension of time
No. 16
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from George E. Berry for an extension of time on Contract No. 3499, fencing on the Willow Creek-Boardman Section of the Columbia River Highway, from November 30, 1951 to May 9, 1952.

This contract called for steel posts and steel wire, and, because of the steel shortages at that time, the contractor was unable to secure delivery on all of the required materials.

The overrun was not the fault of the contractor, nor did the state incur additional expense because of noncompletion of the contract. I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: lg

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 28, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3499	9-final	George E. Berry	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12999	B-45377	$ 655.29	7/28/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Nov. 30, 1951**

Time Extensions: **Extended to May 9, 1952 without penalty**

Completion Date: **May 9, 1952**

Date Accepted: **Sep. 22, 1952**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-29-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
[illegible]

RECEIVED
JUL 7 1952
FOR FILING

[illegible]

3499

July 3, 1952

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3499 for fencing on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties was completed by the contractor, George E. Berry, on May 9, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $665.29 will be released to the contractor after acceptance by the Commission. The total contract amount is $22,176.46, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

NOTED ON CARD

R. H. Baldock

25-2020 July 1952 3411

RECEIVED
FOR FILING

Contract #34[illegible]

FINAL COST ANALYSIS

Willow Creek-Boardman

Prefix 25-2020

Columbia River Highway
Contractor - George E. Berry

Fencing
Resident Engr. - John H. Walker

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Barbed Wire & Metal Post Fence	6,908.47	Rod	$ 3.11	$ 2.51	$17,348.95	$21,485.34
14'x42" Steel Gates	16	Each	42.00	35.58	569.28	672.00
P.A. #(Revised) Price adj. on Fencing wire, favor of State	287	Roll	1.62	1.62	- 464.94	- 464.94
P.A. #2, 6' Steel Posts	277	Each	.7635	.7635	211.49	211.49
P.A. #2, 14½ Ga. Galv. Barbed wire	10	Spool	8.08	8.08	80.80	80.80
P.A. #2, 12 " " " wire	11	"	9.88	9.88	108.68	108.68
P.A. #2, Twisted Wire Stays	1,450	Each	.0573	.0573	83.09	83.09
					$13,402.29	$22,176.46

Gross Revenue	$22,176.46
Total Cost	13,402.29
Profit	3,774.17

Net Profit Equals 17% of Gross Revenue

NOTED
State Highway Engineer

Willow Creek-Boardman Section
Contract #3499

Detail of Cost

Labor:					
Supervision				$ 250.00	
Labor				4,350.00	
Labor Insurance				322.00	
					$ 4,922.00
Materials:					
Metal Fence Posts	7,468		at .767	$5,727.96	
Barb Wire	300	spools, 80 rods	" 8.08	2,424.00	
" "	145	" , " "	" 9.94	1,441.30	
Wire ties				216.00	
Metal Gates	16		" 25.18	402.88	
Metal Gate Posts	32		" 3.20	102.40	
Wire Stays	20,725		" 0.573	1,187.54	
					11,502.08
Equipment Rentals & Misc. Supplies:					
Equipment Rental				701.50	
Gas, Oil, & Grease				275.00	
Bond				173.61	
P.L. & P.D. Insurance				147.60	
Freight				365.50	
General Overhead				315.00	
					1,978.21
Total Cost					$18,402.29

Willow Creek-Boardman Section

Contract #3499

Remarks:

This was a State project for construction of 6,908 rods of right of way fence and 16 steel gates on the Willow Creek-Boardman Section of the Columbia River Highway, in Morrow and Gilliam Counties.

This contract was bid and awarded April 13, 1951, work started November 27, 1951, and completed May 9, 1952.

The contractor had difficulty in obtaining the steel posts, gates and barbed wire due to the steel strike. When the material arrived a crew of four men started laying out and setting the posts, one man with a truck placed the posts every rod, and every 40 or 50 rods would set a post on the line, and the three-man crew would set the balance of the posts. Rock was encountered in various sections and the posts were set in the ground 6 to 8 inches and leaned to one side, this enabled the drilling crew which consited of two men, 1-pickup, 1-105 compressor, and 1-jackhammer to locate the post holes to be drilled. The drilling crew averaged from 150 to 200 post holes per 8 hour shift.

The contractor started placing the barbed wire fence, stay wires, and installing the steel gates on December 31, 1951, and completed this operation February 15, 1952. The project was delayed further by waiting for the balance of stay wires. The project completed May 9, 1952.

Good Bid prices, supervision and a small amount of equipment resulted in a good profit.

E. H. Clymer
Chief Cost Analyst

By . . . George Kayser

RECEIVED
JUN 26 1952
FOR FILING

June 25, 1952

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to George E. Berry on contract No. 3499, covering fencing on the Willow Creek-Boardman Section of the Columbia River Highway in Morrow and Gilliam Counties.

This payment, in the amount of $1,511.24, will be released to the contractor on or after July 5, 1952. The amount of retained percentage is $665.29.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
6-25-52 gl

Form E-1--5M--7-46

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 9, 1952

Section Willow Creek - Boardman

Kind of work Fencing

Highway Columbia River

Section prefix 25-2020

Contractor George E. Berry

Contract number 3499

Date of contract April 13, 1952

Date of completion May 9, 1952

Date work started August 1, 1951

Estimated date of completion May 9, 1952

Amount of contract . . . . $ 23,148.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 23,148.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1439.84, 80 %

Date project was completed May 9, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project was completed this week by the installation of wire stays.

Semi-Final estimate for this project will be submitted when the data as to the cost of materials has been received for the purchase of excess materials on price agreement.

NOTED
H. G. SMITH

RECEIVED
MAY 12 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Boardman, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	~~GRADING~~ Fencing	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	22.5				
Miles partially completed	22.5				
Miles completed	22.5				
Total estimated quantities	6,900 Rods of fence				
Estimated quantities moved or placed to date	6,900 Rods of fence				
Average daily quantities	-				
Average daily quantities necessary to complete project on time	-				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Truck 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Cloudy and windy		
Friday	Fair		
Saturday			

STATE PRINTING DEPT

RECEIVED
FOR FILING

35-[illegible]

3499

May 7, 1951

George E. Berry
Route 2, Box 35
Beaverton, Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 3499, which was awarded to you on April 13, 1951, by the State Highway Commission, covering fencing of the Willow Creek-Boardman Section on the Columbia River Highway in Morrow and Gilliam Counties. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Oregon State Highway Commission

Secretary

ehr

[illegible]

RECEIVED
FOR FILING
3499

April 16, 1951

George E. Berry
Route 2, Box 35
Beaverton, Oregon

Dear Sir:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3499 for constructing 7200 rods of fence on the Willow Creek-Boardman Section of the Columbia River Highway near Boardman in Morrow and Gilliam Counties. This award was based on your low bid of $23,148 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

[illegible] Lombard-Killingsworth (33rd- [illegible]
& 42nd Ave. Section of the
Northeast Portland - Secondary
[illegible] Highway in Portland

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION

October 30, 1951
(date)

3500	5 Final	Portland Construction Co.
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19155	R-27078	$500.00	Oct. 30, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1951

Time Extensions: Aug. 31, 1951 without penalty

Completion Date: Aug. 21, 1951

Date Accepted: Sep. 12, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-31-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary
By Floyd Query
Acting Secretary

Warrant Mailed:
[illegible] 1951
DBJ

RECEIVED
OCT [illegible] 1951
FOR FILING

October 15, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3500 for landscaping on the Lombard-Killingsworth (33rd Ave. & 42nd Ave.) Section of the Northeast Portland Secondary Highway in Multnomah County was completed by the contractor, Portland Construction Co., on August 21 and was formally accepted by the Highway Commission on September 12, 1951.

Final payment in the amount of $500 will be released to the contractor on or after October 25, 1951. The total contract amount is $9,997.45, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Keith Hutchings
609 Park Building
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD
10-15-51 [illegible]

RECEIVED
[illegible] 24 1951
FOR FILING

126 - 1608

3500

September 21, 1951

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Portland Construction Co. on contract No. 3500, covering landscaping on the Lombard-Killingsworth (33rd Ave.& 42nd Ave.) Section on the Northeast Portland Secondary Highway in Multnomah County.

This payment, in the amount of $843.87, will be made to the contractor on or after October 1, 1951. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Keith Hutchings
609 Park Bldg.
Portland 5, Oregon

Portland Branch Office

NOTED ON CARD
9-21-51, gl

RECEIVED
SEP 5 1951
FOR FILING

126-1602

3500

September 4, 1951

Portland Construction Co.
910 N. E. 47th St.
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 20, 1951, had under discussion your request for an extension of time of 30 days, from July 31 to August 31, 1951, within which to complete your contract No. 3500 for landscaping on the Lombard-Killingsworth (33rd Ave. & 42nd Ave.) Section of the Northeast Portland Secondary Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

. J. Barbee,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 1, 1951

Section Lombard - Killingsworth(33rd & 42nd Aves.)

Kind of work Landscaping

Highway Northeast Portland Secondary

Section prefix 126-1608

Contractor Portland Construction Company

Contract number 3500

Date of contract April 13, 1951

Date of completion July 31, 1951

Date work started May 15, 1951

Estimated date of completion Aug. 21, 1951

Amount of contract $10,148.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $10,515.68

Per cent of contract completed, based on total contract price %

Engineering cost to date $705.31, 86.88 %

Date project was completed Aug. 21, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate being held for additional data to be obtained from Dale Haskins. Will be transmitted to Division Engineer this week.

NOTED
H. G. SMITH

NOTED
[illegible]

NOTED
B. A. MARTIN

RECEIVED
SEP 5 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed D J Barbee
D.J. Barbee, Resident Engineer

Address P.O. Box 4699 Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FOR FILING

12-[illegible]

3500

MHA

August 22, 1951

Mr. L. G. Apperson
City Engineer
City Hall
Portland, Oregon

Dear Sir:

Please be advised that the contract for the improvement of the islands at the N.E. 33rd and N.E. 42nd Avenue intersections with the N.E. Portland secondary highway, has been completed and accepted by the State.

It is therefore requested that, in accordance with our previous understanding, the City of Portland take over the maintenance of these islands effective on receipt of this notification. Accordingly, we are initiating steps to have the water charges to the State discontinued.

May we caution that during this type of weather, it will be necessary for your forces to begin watering the grass and newly planted shrubs and vines immediately.

Acknowledgment of this letter is requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: A. G. Skelton (2)
M. H. Astrup

MHA:wm

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 21, 1951

SUBJECT: Contract 3500, completion

To: Mr. Mark Astrup
Landscape Engineer
Salem, Oregon

Dear Sir:

The Lombard to Killingsworth (33rd Avenue and 42nd Avenue), landscape project, contract 3500, has been completed.

Mr. Haskins and I went over the project August 16 and the Contractor was notified of some minor work yet to be done. These have now been completed and the maintenence by the contractor has stopped. Would suggest that the City of Portland be given immediate notification so they can continue the sprinkling.

The lawn areas are not all that could be desired due to the large amount of weeds.Inas-much as the contractor used certified seed I do not believe that he is responsible.

Would like to have you go over the project if you have the time.

Please advise me when the City is to take over maintenence so I can have the water charges to the State discontinued.

Very truly yours,

D. J. Barbee
Resident Engineer

cc A. G. Skelton

RECEIVED
FOR FILING

126 - [illegible]

3500

August 15, 1951

Oregon State Highway Commission

Request for Extension of Time
No. 9
August 20 and 21 Meeting

Gentlemen:

Herewith is a request from the Portland Construction Company for an extension of time on Contract No. 3500, Landscaping on the Lombard-Killingsworth Section of the Northeast Portland Secondary Highway, from July 31, 1951 to August 31, 1951.

This contract specified that the lawn being planted be mowed three times before the project was accepted. Due to slow germination of grass seed, the contractor was unable to do the necessary mowing within the time set up. Also, the lawns were sprayed with weed killer which required an additional 20 days to determine whether or not any damage had resulted to the lawn.

There was no inconvenience either to the public or to the Department by virtue of the overrun, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

EAP:sh bl

RECEIVED
MAY 2 1951
FOR FILING

126-16-7

May 2, 1951

Portland Construction Co.
910 N. E. 47th St.
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3500, which was awarded to you on April 13, 1951 by the State Highway Commission, for landscaping on the Lombard-Killingsworth (33rd Ave. and 42nd Ave.) Section of the Northeast Portland Secondary Highway in Multnomah County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED

FOR FILING

3500

April 16, 1951

Portland Construction Company
910 N. E. 47th
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3500 for landscaping the Lombard-Killingsworth (33d Avenue and 42d Avenue) Section of the Northeast Portland Secondary Highway in Portland, Multnomah County. This award was based on your low bid of $10,148 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ebr

cc S. H. Probert
Mark Astrup

RECEIVED
JUL [illegible] 1952
FOR FILING

[illegible]

3501

July 21, 1952

City Electric, Inc.
245 Center Street
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on July 10, 1952, had under discussion your request for an extension of time of 240 days, from September 30, 1951 to and including May 27, 1952, within which to complete your contract No. 3501 for installing traffic signals in Tillamook, Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

7-21-52

RECEIVED
FOR FILING

29-11-51

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 3, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3501	3-final	City Electric, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11489	R-43826	$ 893.51	July 3, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: Extended to May 27, 1952 without penalty

Completion Date: May 27, 1952

Date Accepted: July 10, 1952

Penalties: None of recrod

Claims: None of record

Remarks:

Date: 7-15-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
[illegible]

Warrant Mailed: 7-16-52
to Rhoten, Rhoten & Speerstra

4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

July 16, 1952

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

Gentlemen:

Enclosed find warrant No. R-43826 in the amount of $893.51 drawn in favor of City Electric, Inc. which covers the balance due in connection with contract #3501.

We are mailing you this warrant in accordance with Mr. Glaisyer's letter dated June 18, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

Mrs Lewis
BY SECRETARY

By

J. G. Herr
Ledgers Supervisor

JGH/fj
encl:
cc: H. B. Glaisyer

RECEIVED
FOR FILING

3501

June 30, 1952

Request for extension of time
No. 4
July 10-11 meeting.

State Highway Commission

Gentlemen:

Re: Tillamook Traffic Signals
Contract 3501

The contractor got the traffic signal lights operating within a reasonable time after he received his material from the factories.

In order to get an acceptable job of painting we requested him to delay this work until suitable weather. The job is now completed, and it is recommended that the time extension to and including May 27, 1952 be granted without penalty to the contractor.

This is a state project, and does not require concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

GGP:mk
Attached

RECEIVED
FOR FILING

24-11-1

3501

June 18, 1952

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

Attention: Mr. Geo. A. Rhoten

Gentlemen:

I received in today's mail your letter of June 14, 1952 transmitting the original and duplicate copies of "Assignment of Claim" given by City Electric, Inc. to Graybar Electric Company, Inc. covering final payment to City Electric, Inc. in connection with State Highway Contract #3483 for installation of traffic signals at Portland, Gladstone, and Newberg. In your letter you consent to this assignment on behalf of the Phoenix Indemnity Company, surety on the bond furnished by City Electric, Inc. in connection with this job, without prejudice to the bond.

The Highway Commission's requirements have been satisfied, and we accordingly will honor the assignment. Instructions are being given to our Auditor today to prepare the final voucher in conformity with the provisions of the assignment, and mail the final warrant to Graybar Electric Company, Inc. when it is received from the Secretary of State. The matter will be expedited as much as possible.

In the second paragraph of your letter, you refer to the balance due City Electric, Inc. in connection with State Highway Contract #3501 and you ask that the warrant covering this balance be drawn in favor of City Electric, Inc., and forwarded to your office to apply on claims arising out of this job. I shall be pleased to follow your instructions.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc

cc: Mr. T. W. McLaughlin
Credit Manager
Graybar Electric Company, Inc.

C. H. Maison
F. Query

Mr. Maison:

I hand you herewith an executed copy of the assignment mentioned in the above letter. This is for transmittal to the Secretary of State. I also hand you herewith a copy of Mr. Rhoten's letter of June 14, 1952. When the warrant is received covering the final estimate in connection with Contract #3483, it may be forwarded direct to the Graybar Electric Company, Inc. The warrant covering the balance due in connection with Contract #3501 should be drawn in favor of City Electric, Inc., and sent to Rhoten, Rhoten & Speerstra for distribution to creditors. The warrant for Contract #3483 may be released immediately, but please hold the warrant for Contract #3501 until further advised by this office as an extension of time is necessary in connection with this job; moreover, it has not yet been formally accepted by the State Highway Commission.

HBG

Mr. Query:

Attached is the original of the assignment mentioned in the above letter. Will you please have Mrs. Lewis record it on the card and file in the contract. I also attach the original letter from Rhoten, Rhoten & Speerstra consenting to the assignment on behalf of Phoenix Indemnity Company. This also should be noted on the card and filed in the contract. A copy of it should be placed in the general files.

HBG

NOTED ON CARD
6-15-52

Warrant for #3501 mailed to Rhoten 7/16/52

RECEIVED
FOR FILING

C
O
P
Y

3501

Geo.A.Rhoten
J.Ray Rhoten
Sam F.Speerstra

Ervin W.Potter

RHOTEN, RHOTEN & SPEERSTRA
Attorneys at Law

Pioneer Trust Building

Salem, Oregon
June 14, 1952

3501

Oregon State Highway Department
Highway Building
Salem, Oregon

Attention Mr. Glaisyer

Gentlemen:

Re contracts with City Electric,Inc.,
Nos. 3483 and 3501

In response to your letter of June 3, we have obtained from City Electric, Inc. the necessary signature on the assignment forms, two of which are sent you herewith. Under this assignment you are to pay to Graybar Electric Company, Inc. $604.61, which is the remainder due on contract No. 3483, which is for the Portland, Gladstone and Newberg traffic signal jobs. It is our information that Graybar has been paid the amount owing them in connection with this contract but that Graybar will credit this sum on another job on which Phoenix Indemnity Company is bondsman.

The remainder of the amount due on contract No. 3501 is to be paid by warrant drawn in favor of City Electric, Inc. and forwarded to this office. We will then see that it is paid to the appropriate creditors.

The payment of these items is to be made by you without prejudice to the bonds, and on behalf of Phoenix Indemnity Company we consent to the assignment and consent to the handling of the funds in the manner stated.

Yours truly,

RHOTEN, RHOTEN & SPEERSTRA

/S/ By GEO. A. RHOTEN

GAR:hc
Inc-2

June 3, 1952

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

Attention: Mr. George A. Rhoten

Gentlemen:

Reference is made to your letters of April 21 and May 15, 1952 concerning State Highway Contracts Nos. 3483 and 3501 assigned to City Electric, Inc. for traffic signal installation.

In your letter of May 15 you asked that the warrants covering the remaining funds due City Electric, Inc. in connection with these jobs be mailed to you as attorneys for Phoenix Indemnity Company for distribution to the several ~~complainants~~. claimants. gt

Contract No. 3483 has been accepted by the State Highway Commission and we are ready to issue the final warrant in the amount of $604.61. Due to the fact that Graybar Electric Company, Inc. has filed claim against this contract, it has been considered advisable for City Electric, Inc. to assign to Graybar Electric Company, Inc. the final payment. It is possible to handle in that manner because there were no other claims on record in our office against this particular job.

The Highway Commission has no record of any claims against Contract No. 3501 so when the Highway Commission accepts this job, we will have a warrant drawn in favor of City Electric, Inc. and will forward it to you to distribute to the creditors of record in your office. It is my understanding that this warrant will be in the amount of $893.51.

Pursuant to the above, I have prepared and hand you herewith four copies of an assignment of the $604.61 remaining to be paid City Electric, Inc. in connection with Contract No. 3483. You will note that this payment is assigned to Graybar Electric Company, Inc. to whom according to your letter of April 21 you wish the monies paid. Please have the City Electric, Inc. sign the assignment before two witnesses and return the original and one copy, both signed, to me together with a letter from yourself as attorney for the Phoenix Indemnity Company consenting to the assignment without prejudice to the bond.

Rhoten, Rhoten [illegible] Speerstra June 3, 1952

Attn: Mr. George A. Rhoten

Upon receipt of your assignment form properly executed together with your letter consenting thereto, I will ask the auditor to expedite the securing of the final warrant which when received from the Secretary of State will be mailed directly to Graybar Electric Company, Inc.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc

CLAIMS AGAINST CITY ELECTRIC CO.,INC.

CONTRACT NO. 3435

10-17-51	General Electric Co.	Signal materials	$15,614.12

There is a final payment due the contractor of $766.60 on this job.

CONTRACT NO. 3483

11-9-52	Graybar Electric Co.,Inc.	by Assignment (stated in letter)	7,697.90

An assignment dated Nov.1,1951 in favor of Graybar Electric Co.,Inc., in the amount of $4,130.40, has been paid.

There is a final payment due the contractor on this job of $604.61.

CONTRACT NO. 3501

There is no claim filed against this job but it was included with the 2 above jobs by the Surety withholding payment of funds. It has not been completed as yet.

RHOTEN, RHOTEN & SPEERSTRA
ATTORNEYS AT LAW
PIONEER TRUST BUILDING
SALEM, OREGON

GEO. A. RHOTEN
J. RAY RHOTEN
SAM F. SPEERSTRA
ERVIN W. POTTER

May 15, 1952

Oregon State Highway Commission
Highway Building
Center and Capitol Streets
Salem, Oregon

Attention: H. B. Glaisyer

Re: City Electric, Inc.
Your contracts No. 3483
and 3501

Gentlemen:

If it is satisfactory with your office, you may disregard the letter of April 21, 1952, directing distribution of the remaining funds in these contracts and make your final payment in each instance as follows:

You may make the checks payable to City Electric, Inc., and send them by mail to this office. We will then attempt to make the distribution ourselves as attorneys for Phoenix Indemnity Company.

Very truly yours,

RHOTEN, RHOTEN & SPEERSTRA

By

GAR:mj
cc: Phoenix Indemnity Co.
City Electric, Inc.

NOTED ON CARD
5-1[illegible]

SALEM, OREGON
April 21, 1952

Oregon State Highway Commission
Highway Building
Center and Capitol Streets
Salem, Oregon

Attention H. B. Glaisyer

Gentlemen:

Re City Electric, Inc.

In November of 1951, there was assigned to Graybar Electric Co., Inc. $4,130.40 out of the funds due on contract No. 3483, which is the Portland traffic light job. In January of 1952, notice was given you that you were not to make payment, either to City Electric, Inc. or others on the order of City Electric, Inc.,of amounts owing on contracts between you and City Electric, Inc. without the prior approval of Geo. A. Rhoten or J. Ray Rhoten, attorneys for Phoenix Indemnity Company.

Since that date the indebtedness on this job to Graybar Electric Co., Inc. has been reduced to $987.23. City Electric, Inc. understands that there is yet due from the Highway Commission on account of contract 3483, $604.61. It is therefore requested that you pay to Graybar Electric Co., Inc. out of the funds due on contract 3483, $604.61, which will partly satisfy amounts due Graybar Electric Co., Inc.

On the Tillamook traffic light job, which is No. 3501, City Electric, Inc. understands there is yet due from the Commission $893.51. Of this sum you are hereby requested to pay to Graybar Electric Co., Inc. $382.62. The remainder of this sum, or $510.89, please pay in a check direct to International Business Machines.

The three checks thus to be issued will be as follows: on contract 3483, to Graybar Electric Co., Inc., $604.61; on contract 3501, to Graybar Electric Co., $382.62; on contract 3501, to International Business Machines, $510.89; total $1,498.12. This represents the total indebtedness due on both contracts.

You are to mail all these checks to Rhoten, Rhoten & Speerstra, attorneys for Phoenix Indemnity Compan y, and they in turn will transmit the checks to Graybar Electric Co., Inc., in full payment of amounts due Graybar Electric Co., Inc. from City Electric, Inc. on jobs bonded by Phoenix Indemnity Company; and they will send the check payable to International Business Machines to International Business Machines for credit on another job on which Phoenix Indemnity Company is bonded for City Electric, Inc. The other job is the Isackson-Blind School job. The matters in this paragraph are for record only and need not concern your handling of the account.

The matters in this letter have the approval of Geo. A. Rhoten, acting for Phoenix Indemnity Co.

Respectfully submitted,

CITY ELECTRIC, INC.

By Fred M Seider

The foregoing transactinn is hereby approved, and the Oregon State Highway Commission is requested to issue checks in accordance with foreging information.

PHOENIX INDEMNITY COMPANY

By

RECEIVED

FOR FILING

Mr. Lewis

January 14, 1952

Mr. C. H. Maison, Manager
Accounting Division

OFFICE

I attach hereto for your information and guidance a copy of a letter dated January 10, 1952 from the Phoenix Indemnity Company and a copy of a letter dated January 4, 1952 from the City Electric, Inc., in which the State Highway Commission is requested to withhold further payments to City Electric, Inc. in connection with its contracts with the State Highway Commission for signal installations until such time as prior approval for such payments has been received from either George A. Rhoten or J. Ray Rhoten, local attorneys, who represent the Phoenix Indemnity Company in connection with these jobs.

Please comply with these requests and make note in your records accordingly.

It is my understanding that there are three contracts, nos. 3435, 3483 and 3501 are affected by these orders, prior contracts having been completed and finalled.

Secretary

HBG:le
Enc.

NOTED ON CARD

RHOTEN, RHOTEN & SPEERSTRA

Attorneys at Law

Pioneer Trust Building

January 10, 1952

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer

Gentlemen:

Re: Phoenix Indemnity Company-
City Electric, Inc.

Inclosed are the two letters which we discussed over the phone today. One is signed by Mr. Wynne of Phoenix Indemnity Company and the other by Mr. Snider for City Electric.

Yours truly,

RHOTEN, RHOTEN & SPEERSTRA

By /s/ Geo. A. Rhoten

GAR:hc
Inc-2

COPY

January 10, 1952

Oregon State Highway Commission
Salem, Oregon

Attention H. B. Glaisyer
Secretary

Gentlemen:

Information has come to us that liability may be claimed against Phoenix Indemnity Company by various creditors of City Electric, Inc., in connection with pending contracts with Oregon State Highway Department.

Because of this condition, kindly consider this as a request by Phoenix Indemnity Company that no funds payable to City Electric, Inc. or its order be disbursed on these contracts without the prior approval of one of the local attorneys for Phoenix Indemnity Company. The local attorneys for Phoenix Indemnity Company in this matter are Geo. A. Rhoten and J. Ray Rhoten.

Yours truly,

PHOENIX INDEMNITY COMPANY

By /s/ Joseph A. Wynne
Jos. A. Wynne

COPY

SALEM, OREGON
January 4, 1952

Oregon State Highway Commission
Salem, Oregon

Attention H. B. Glaisyer,
Secretary

Gentlemen:

City Electric, Inc. has certain obligations to the Phoenix Indemnity Company, and in consideration of forebearance with respect to those obligations please consider this as notice to you that you will not, without the prior approval of Geo. A. Rhoten or J. Ray Rhoten, attorneys for Phoenix Indemnity Company, make payment either to City Electric, Inc. or to others on their order of amounts owing or to be owing by the Oregon State Highway Department to City Electric, Inc.

Yours truly,

CITY ELECTRIC, INC.

BY /s/ Fred Snider
Fred Snider

RECEIVED
JAN 15 1952
FOR FILING

January 14, 1952

Rhoten, Rhoten & Speerstra
Attorneys at Law
Pioneer Trust Building
Salem, Oregon

Attention: Mr. George A. Rhoten

Gentlemen:

This acknowledges receipt of your letter of January 10, 1952 and two enclosures, one being a letter dated January 10, 1952 from Joseph A. Wynne representing the Phoenix Indemnity Company, the other being a letter dated January 4, 1952 from Mr. Fred Snider representing the City Electric, Inc. In these letters, the State Highway Commission is requested to pay no funds to City Electric, Inc. or its order, in connection with State Highway contracts, without prior approval of one of the local attorneys of the Phoenix Indemnity Company, such attorneys in this instance being Messrs. George A. Rhoten and J. Ray Rhoten.

We shall be pleased to comply with these requests and have so instructed our auditor.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
cc: Phoenix Indemnity Co.
360 Pine Street Attn: Jos. A. Wynne
San Francisco, California

City Electric, Inc.
265 Center Street
Salem, Oregon

C. H. Maison (2)
F. A. Query

RECEIVED
MAY 1951
FOR FILING

29-1601

3501

May 4, 1951

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3483, covering traffic signal systems in Portland, Gladstone and Newberg, awarded April 12, 1951.

Contract No. 3501, for installation of Tillamook Traffic Signals in Tillamook County, awarded April 13, 1951.

Executed copies of the above contracts will also be sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
APR 19 1951
FOR FILING

[illegible]

3501

April 18, 1951

Mr. H. M. Slauson, City Recorder
City Hall
Tillamook, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Tillamook covering the proposed traffic signal installation at the intersection of 2nd Avenue East and 3rd Street, and the intersection of 3rd Avenue East and 3rd Street in the City of Tillamook.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
APR 1 9 1951
FOR FILING

29-1601

3501

April 17, 1951

City Electric, Incorporated
245 Center Street
Salem, Oregon

Gentlemen:

The State Highway Commission on April 13, 1951, awarded you contract No. 3501 for installation of traffic signals at two street intersections on US 101 in the City of Tillamook, Tillamook County. This award was based on your low bid of $4,878.73 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

RECEIVED
FOR FILING
FORM E-30 25M 8-50 42299

AGENDA
APR 1 [illegible] 1951

21-1601

2501

7-K

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1951

2566

SUBJECT: Assignment No. 2566

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
By Asst. Chief Engineer
agenda please.

Herewith three copies of an agreement covering the proposed traffic signal installation at the intersection of 2nd Avenue East and 3rd Street, and the intersection of 3rd Avenue East and 3rd Street in the City of Tillamook.

Two copies of this agreement have been signed by the proper city officials and are now ready for presentation to the Commission.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Field Engineer

RHP:MM
Att.

DATE Feb 26, 1951 Minute page 17734

[illegible] 2 copies

OFFICE COPY

A

EIVED
FOR FILING

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

COPY

Tillamook, Ore.
April 2, 1951

Hon. Mayor and City Council,
Tillamook, Ore.

Gentlemen:

This will confirm our conversation with City Manager Mr. Taber regarding rearranging our facilities at second and third avenues east and east third street to provide clearance for the proposed traffic signals at these intersections.

Arrangements have been made to do the necessary work to provide said clearance and the cost will be assumed by the Company.

Yours very truly,

(Signed) E. Broms

E. Broms, Manager

Taken from the minutes of the Council meeting of
April 2, 1951.

A RESOLUTION

IT IS HEREBY RESOLVED by the Council of Tillamook City, complying with the request of the Oregon State Highway Commission, to bar parking from an area thirty (30) feet from the curb line in all directions at intersection of Second Avenue and Third Street East and Third Avenue and Third Street East, as set out in an agreement between the State Highway Department and Tillamook City.

MOUNTAIN STATES POWER COMPANY

P. O. Box 32
Tillamook, Oregon

March 30, 1951

COPY

Jack Tabor
Tillamook City Manager
Tillamook, Oregon

Dear Sir:

This is to advise you that Mountain States Power Company will make the necessary changes at 2nd Avenue and 3rd Street, and 3rd Avenue and 3rd Street to accommodate traffic and pedestrian signals to be installed by the Oregon State Highway Department.

Yours very truly,

(Signed) Robert R. Gordon

ROBERT R. GORDON
Mgr. Tillamook District

RRG/nb

ASSIGNMENT

No. 2566
By WCW

March 19, 1951

Description: Sam Hall's letter of March 14 enclosing five copies of agreement regarding traffic signals in Tillamook, Mr. Crandall's letter of March 15 attached

Acknowledged by _____ Referred to Cattrell ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS
[illegible]

Assignment executed 4-6-51 Report received ________

Remarks: For execution by City. Please note Mr. Crandall's letter. WCW

FORM E-30 25M 8-50 42286

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1951

SUBJECT: State-City Agreements
Proposed Traffic Signal Installations
US101 and ORE6 - Tillamook
Assignment WCW 2556

To: Mr. W. C. Williams

[illegible] RETURN TO
[illegible] WILLIAMS

We have reviewed the agreements which you forwarded to us with the above numbered assignment and find them to be in order. They may now be passed on to Mr. Cattrall for further processing.

Your attention is drawn to Item 3 under "Things to be done by the City", wherein it is required that the City conduct negotiations with the telephone company to the end that the existing telephone cable may be raised to provide clearance for our signal cable. If Mr. Cattrall desires, we will send a man with him when he goes to Tillamook to explain the reason for this requirement.

The plans and specifications for this installation are now in Mr. Paxson's hands. It is planned to let the contract at the next meeting of the Commission; therefore, it is desired that these agreements be executed by the City as soon as possible.

(For) F. B. Crandall
Traffic Engineer

VJ:bv

Attachment

OFFICE COPY

RECEIVED
MAR 19 1951
ENGINEER
COUNTY & CITY RELATIONS

ASSIGNMENT

March 15, 1951

No. 2556 wcw
By

Description: Sam Hall's letter of March 14 and five/copies of agreements with City of Tillamook regarding traffic signals at 2nd Avenue East and 3rd Street and at 3rd Avenue East and 3rd St.

Acknowledged by _ _ _ _ _ Referred to _ _ Crandall ✓ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _

Remarks: Please check and return.

WCW

MAR 16 1951

TRAFFIC ENGINEER

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1951

SUBJECT:

To:
Mr. W. C. Williams
Assistant State Highway Engineer
Office

[illegible] RETURN TO
W. C. WILLIAMS
[illegible]

Attention: Mr. F. B. Crandall

Dear Mr. Williams:

Attached hereto are the original and four copies of the agreement which this office has prepared for the installation of traffic-control signals at the intersection of Second Avenue East and Third Street and the intersection of Third Avenue East and Third Street in Tillamook.

This agreement was prepared from the information provided us, and if it meets with your approval it is ready for signature of the parties.

Very truly yours,

J. M. DEVERS

By Samuel Hall
SAMUEL A. HALL
Assistant Counsel

Enclosures
SAH:AWP

[illegible]
W. C. WILLIAMS

OFFICE COPY

NOTED
J. AL HEAD

RECEIVED
MAR 15 1951
TRAFFIC ENGINEER

RECEIVED
APR [illegible] - 1951
FOR FILING

29-1601

3501

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
OFFICE

Herewith Warrant No. 356 from the City of Tillamook in the amount of $3,000. This represents the advance deposit of the city's share in the estimated cost for the traffic signal installation at 2nd and 3rd Avenues East and East 3rd Street in that city.

Warrant to Acc
Div. advance fund
4/5/51

John W. Cattrall
Engineer, County and City Relations

By

F Query Robert H. Prange
Robert H. Prange
Office Engineer

NOTED
H. B. GLAISYER

RHP:MM
Att.

cc: Mr. M. H. Hawke

No 2412

AGENDA

RECEIVED
APR 25 1951
FOR FILING

[illegible]
3501

4-6-2
2-26-51

March 22, 1951

J412.

Mr. Jack Tabor
City Manager
City Hall
Tillamook, Oregon

Dear Mr. Tabor:

The Highway Commission at its meeting February 26 considered your request for the installation of two traffic signals in the city of Tillamook.

As a result of a traffic engineering investigation and the report submitted thereon by the State Highway Engineer, the Commission approved the installation of two traffic signals -- one at the intersection of Third Street and Second Avenue (Oregon Coast and Netarts highway intersection) and one at the intersection of Third Street and Third Avenue (Intersection of Oregon Coast Highway and Wilson River Highway). Installation of the signals was approved on the usual basis whereby the city is to pay one-half the installation cost estimated at a total of $6,000 and 100 per cent of the costs incident to maintenance and power consumption.

It is our understanding that an agreement covering this matter is now being prepared and should be in your hands for city signatures within a short time.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/FAQ:md

No 2412

AGENDA
FEB 26 1951

4-b-2

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

February 2, 1951

Oregon State Highway Commission

Gentlemen

Mr. Jack Taber, City Manager of the City of Tillamook, has requested the Highway Commission to participate with the City in the installation of traffic signals at certain key intersections in Tillamook. The Traffic Engineer has investigated this matter and I have his report.

In September, 1950, construction was completed on a couplet of one-way streets, and US101 traffic was routed southbound on 2nd Avenue and northbound on 3rd Avenue. The investigation centered around the two intersections forming the junction of the Oregon Coast Highway, US101, and the Wilson River Highway, OR6. The Wilson River Highway is presently routed over 3rd Street. These two intersections, the crossing of 2nd Avenue and 3rd Street and the crossing of 3rd Avenue and 3rd Street, besides being on the state highway system, are the central intersections in the Tillamook business district. All streets are two lanes in width; 3rd Street, however, carries two-way traffic.

Pedestrian volumes at the two intersections approximately equal the minimum warrant of 250 pedestrians per hour. They are 271 and 246, respectively. The cross-street traffic is considerably in excess of the minimum warrant of 175 vehicles per hour during the maximum eight hours of flow, being 248 on 3rd Avenue and 224 on 2nd Avenue. The average hourly total volume in the intersection during this same maximum eight hours falls short of the minimum warrant of 750, there being 458 on each of the intersections. Traffic accidents could not be considered, as the one-way streets have not been in operation a sufficient length of time to develop accident data for a 12-month period.

Although the intersections do not meet the one warrant with respect to total traffic at the intersection, the warrants with respect to pedestrian traffic and distribution of vehicular traffic are exceeded. Moreover, one-way streets expedite traffic and make it more difficult to cross without traffic-control signals. In the aggregate, then, it would appear that there is justification for signalized control, and I so recommend. The total estimated cost of the two signal installations is $6,000. If approved, it should be on the usual basis wherein the City is committed to pay one half the installation costs and one hundred per cent of the costs incident to maintenance and power consumption.

This matter will be on the Agenda at the next meeting.

Very truly yours,

MAP

R. H. Baldock
State Highway Engineer

S+C

ASSIGNMENT

No. 2412 wcw
By

sion: Letter 1-4-51 from Jack Taber, City Mgr., Tillamook, egarding installation of two signalized intersections on US101, at 2nd Ave. E. and 3d St. and at 3rd Ave. E. and 3rd St.

Acknowledged by _____ Referred to CRANDALL

Investigate and report with recommendation
XX Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

Assignment executed 1-23-51 Report received ________
me

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

ILMEN
OLD E. WADE
THOS. H. BAILEY
GLENN ROSENBERG
FRED H. GUYTON
F. J. BECKER

TILLAMOOK CITY
TILLAMOOK, OREGON

H. C. ELLIOTT, MAYOR
JACK TABER, MANAGER
H. M. SLAUSON, RECORDER

January 4, 1951

R. H. Baldock, Engineer
Oregon State Highway Comm.
Salem, Oregon

Dear Mr. Baldock:

Last week I talked to Mr. Crandall about installing two signalized intersections on Highway 101 in Tillamook, one on 101 southbound (2nd Ave. E.) and 3rd St. (Wilson River Highway), and the other on 101 Northbound (3rd Ave.E.) and 3rd St. While Mr. Crandall thought that we should have a couple of more at this time, I believe that he is in accord with me, that these two are the key ones in the present traffic plan. Our reason for not going forward with additional lights at this time is the ever present reason of lack of funds. We do, however, have sufficient funds available to participate on a 50-50 basis with the highway department on the two mentioned.

The last couple months it has become very apparent to us, that the only way the one way traffic system can be utilized effectively, is by signalization.

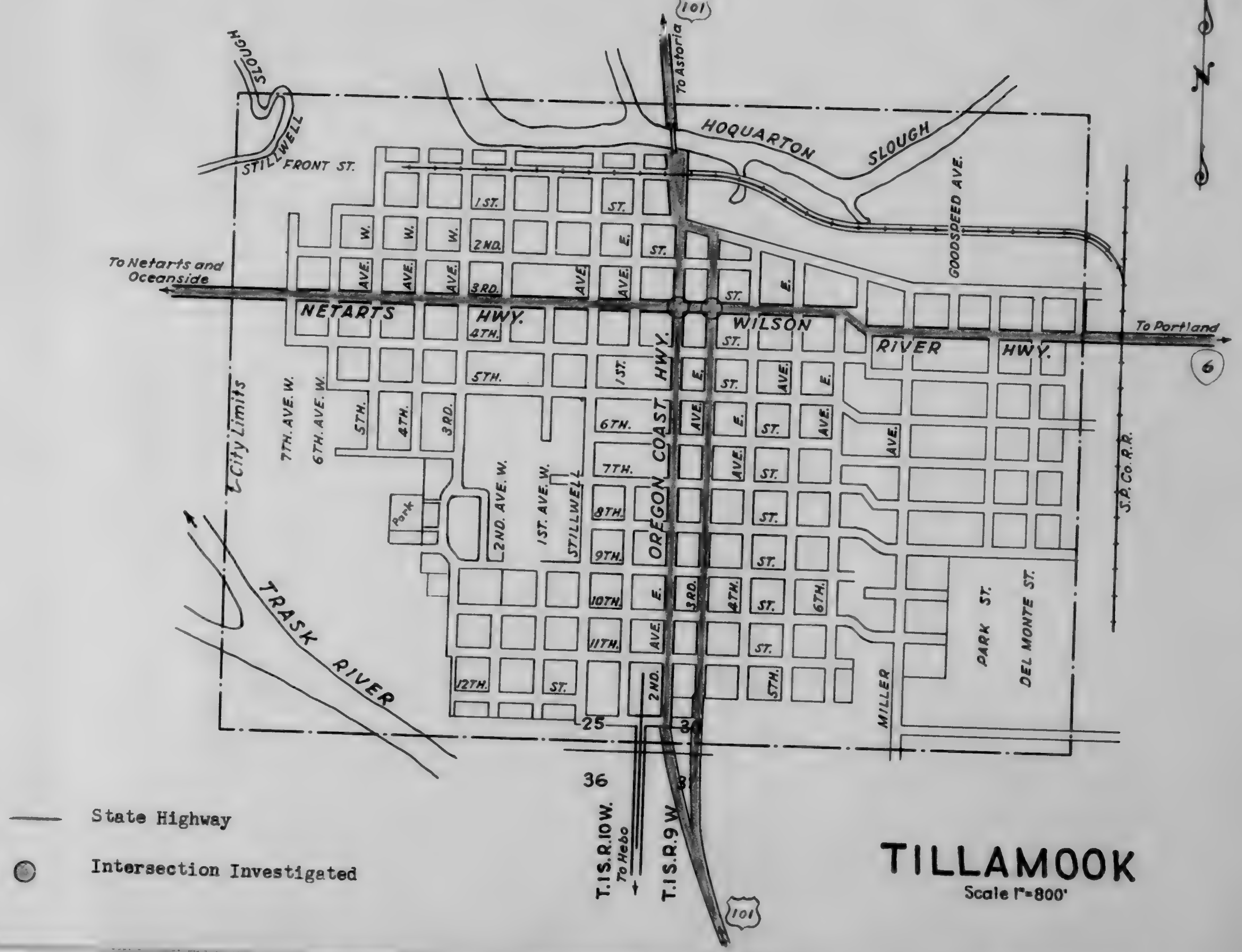
We hope this request can be expedited by the highway department to the extent of having the work completed well in advance of the heavy summer traffic.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Yours truly,

Jack Taber

NOTED
[illegible]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To Astoria
101
HOQUARTON SLOUGH
GOODSPEED AVE.
SLOUGH
STILLWELL
FRONT ST.
1ST. ST.
2ND. ST.
3RD.
4TH.
5TH.
W. AVE. W.
E. AVE. E.
To Netarts and Oceanside
NETARTS HWY.
WILSON RIVER HWY.
To Portland
6
S.P.Co.R.R.
OREGON COAST HWY.
7TH. AVE. W.
6TH. AVE. W.
2ND. AVE. W.
1ST. AVE. W.
STILLWELL
6TH.
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11TH.
12TH. ST.
Park
MILLER
PARK ST.
DEL MONTE ST.
City Limits
TRASK RIVER
25
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T.1S.R.10W.
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T.1S.R.9W.
101
State Highway
Intersection Investigated

TILLAMOOK

Scale 1"=800'

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FOR FILING

W. C. WILLIAMS

39-1651

3551

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1951

SUBJECT: Proposed Traffic Signal Installation -- Second and Third Avenues at Third Street - Tillamook

To: Mr. G. S. Paxon
Bridge Department

There are attached hereto plans and specifications covering the installation of traffic signals at the intersection of our one-way street couplets on US101 and Third Street in Tillamook. Will you please let these installations to contract at the April meeting of the Commission.

The State-City agreement covering this installation has not been executed by the City. Final letting of the contract will be contingent upon such execution. We will notify you when the executed agreements and the City's check has been received.

F B Crandall

F. B. Crandall
Traffic Engineer

VJ/cs

Attachment

✓cc/ W. C. Williams

FOR FILING

FORM E-30X 15M 5-49 31606

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1951

SUBJECT: **Preparation of State-City Agreement**
Proposed Traffic Signal Installations
US101 - ORE6 - Tillamook

To: Mr. J. M. Devers
Legal Department

At its February meeting the Commission approved the installation of traffic signals at the intersection of Second and Third Avenues East, on US101 and Third Street (ORE6) in the City of Tillamook. Will you please prepare the State-City agreement.

In the way of material to be included in the agreement, I offer the following:

(1) The intersections involved are those of Third Street, Wilson River Highway, No. 37, with Second Avenue East, and Third Avenue East, which form the southbound and northbound streets for the one-way street couplet on the Oregon Coast Highway, No. 9.

(2) An interconnected fixed-time traffic signal system is to be installed at these two intersections. The installation comprises steel poles, an overhead, three-light traffic signal head directed to traffic entering the intersection from each of the three directions; and a two-way, two-light "Wait-Walk" head on each corner pole.

(3) The installation is estimated to cost $6,000.00.

(4) The State shall make the installation in the first instance either with state forces or by contract, and shall pay all costs thereof. The final cost of the installation shall be shared equally by the City and the State.

(5) When returning the signed agreements, the City shall submit its check for $3,000.00.

(6) The City shall maintain and operate the signals after installation, in harmony with a timing program approved by the State.

(7) The City shall conduct necessary negotiations with the Telephone Company to replace the existing telephone poles on Third Avenue just south of Third Street and between Third and Second Streets to provide a minimum clearance of the telephone cable of 25 feet from the street surface. The City shall also arrange for raising the telephone cable across Second Avenue at Third Street to provide the clearance stated above.

(8) The City shall pass an ordinance prohibiting all parking at each of these two intersections for a distance of 30 feet from the intersection of the produced curb lines in all directions. A duly executed copy of such ordinances shall be submitted with the signed agreements.

If, after preparation, you will submit the agreements to this office through Mr. Williams, we will check them and care for further processing.

F B Crandall
F. B. Crandall
Traffic Engineer

VPJ/mah

cc - Mr. W. C. Williams ✓

VED
6 1951
FOR FILING

February 2, 1951

Oregon State Highway Commission

Gentlemen

Mr. Jack Taber, City Manager of the City of Tillamook, has requested the Highway Commission to participate with the City in the installation of traffic signals at certain key intersections in Tillamook. The Traffic Engineer has investigated this matter and I have his report.

In September, 1950, construction was completed on a couplet of one-way streets, and US101 traffic was routed southbound on 2nd Avenue and northbound on 3rd Avenue. The investigation centered around the two intersections forming the junction of the Oregon Coast Highway, US101, and the Wilson River Highway, OR6. The Wilson River Highway is presently routed over 3rd Street. These two intersections, the crossing of 2nd Avenue and 3rd Street and the crossing of 3rd Avenue and 3rd Street, besides being on the state highway system, are the central intersections in the Tillamook business district. All streets are two lanes in width; 3rd Street, however, carries two-way traffic.

Pedestrian volumes at the two intersections approximately equal the minimum warrant of 250 pedestrians per hour. They are 271 and 240, respectively. The cross-street traffic is considerably in excess of the minimum warrant of 175 vehicles per hour during the maximum eight hours of flow, being 248 on 3rd Avenue and 224 on 2nd Avenue. The average hourly total volume in the intersection during this same maximum eight hours falls short of the minimum warrant of 750, there being 458 on each of the intersections. Traffic accidents could not be considered, as the one-way streets have not been in operation a sufficient length of time to develop accident data for a 12-month period.

Although the intersections do not meet the one warrant with respect to total traffic at the intersection, the warrants with respect to pedestrian traffic and distribution of vehicular traffic are exceeded. Moreover, one-way streets expedite traffic and make it more difficult to cross without traffic-control signals. In the aggregate, then, it would appear that there is justification for signalized control, and I so recommend. The total estimated cost of the two signal installations is $6,000. If approved, it should be on the usual basis wherein the City is committed to pay one half the installation costs and one hundred per cent of the costs incident to maintenance and power consumption.

This matter will be on the agenda at the next meeting.

Very truly yours,

FBC hi
cc Mr. Williams
Mr. Crandall Mr. Hawke

R. H. Baldock
State Highway Engineer

[illegible] [illegible] [illegible] 1941
the Crown-[illegible] [illegible]eston-
#3500 Blair Highways.

RECEIVED
FOR FILING
30-4214

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 24, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3502	2-final	Standard Asphalt Paving Co. Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21413	R-53993	$ 605.23	11/21/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: **Sep. 15, 1951**

Time Extensions: **to July 24, 1952 without penalty**

Completion Date: **July 24, 1952**

Date Accepted: **Oct. 20, 1952**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-2-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 2 1952
A. A. Wicklander

NOTED ON CARD
12-2-52 J

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FOR FILING

36-4-14

[illegible]

November 12, 1952

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3502 for reoiling work on the Weston Section of the Oregon-Washington and Weston-Elgin highways in Umatilla County was completed by the contractor, Standard Asphalt Paving Co., Inc., on July 24, 1952, and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $605.23 will be released to the contractor on or after November 22. The total contract amount is $20,174.32, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - United Pacific Insurance Co.
627 Board of Trade Building
Portland 4, Oregon

Mr. E. T. Lynch
Board of Trade Building
Portland 4, Oregon

Noted on card
MW

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3502

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November 6, 1952

Standard Asphalt Paving Co., Inc.
119 North Post St.
Spokane, Washington

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 313 days, from September 15, 1951 to July 24, 1952, within which to complete your contract No. 3502 for reoiling on the Weston Section of the Oregon-Washington and Weston-Elgin Highways in Umatilla County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

W. S. Hedge,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

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OCT 15 1952
FOR FILING

20-4311

[illegible]

October 14, 1952

Request for extension of time
No. 11
October 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Standard Asphalt Paving Company for an extension of time on Contract No. 3402, Weston Re-oiling Project, from September 15, 1951 to July 24, 1952.

This contract specified that the aggregates for the re-oiling were to be supplied by Oscar Joelsen, contractor on an adjacent rock production project. Failure of Mr. Joelsen to furnish the rock prior to the middle of September, 1951, precluded the possibility of doing the oiling as specified in the contract.

The contractor started work the following spring, as soon as the engineer would permit, and very satisfactorily completed the job in a short time.

The overrun was not the fault of the contractor, and I therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: lg

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FOR FILING

August 12, 1952

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Standard Asphalt Paving Company, Inc., on Contract No. 3502 covering reoiling work on the Weston Section of the Oregon-Washington and Weston-Elgin highways in Umatilla County. This payment, in the amount of $19,569.09, will be made on or after August 22, 1952. The retained percentage is $605.23.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. E. T. Lynch
Board of Trade Building
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report #2

FOR CONSTRUCTION PROJECTS ONLY

Section Weston

For Week Ending July 26, 1952

Highway Oregon-Washington & Weston-Elgin

Kind of work Re-oiling

Contractor Standard Asphalt Company (Sub. Russell Olson Co.)

Section prefix 30-4214

Contract number 3502

Date of contract April 13, 1951

Date of completion September 15, 1951

Date work started July 14, 1952

Estimated date of completion July 24, 1952

Amount of contract $ 21,135.60

Per cent of time elapsed 301.6 %

Estimated cost of completed project, exclusive of engineering $ 34,731.20

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1686.48, 63.4 %

Date project was completed July 24, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished oiling the section July 23 shortly after noon. Broomed the balance of day and all day July 24th, was not enough material after this left to broom. The 3/4-1/2 rock all stayed in place, there was a small excess of 1/2-1/4, but very little.

We put some extra rock on The Weston-Elgin road, after the oiling was completed, as this section was bleeding badly due to excessive patching.

NOTED
H. G. SMITH

RECEIVED
JUL 28 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed W. S. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				24.63	
Miles partially completed				24.63	
Miles completed				24.63	
Total estimated quantities				4670	
Estimated quantities moved or placed to date				4670	
Average daily quantities				519	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				10-12	
Average force on project for week				18	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks, under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......1...., Power graders ....1......, Rollers ....2......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks . ...7......, Distr. . ...1......, Retort . ...1......

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy-cool		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

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SEP 1 8 1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
E. F. CHIDSEY, DIVISION ENGINEER
LA GRANDE, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

30-42[illegible]

35[illegible]

September [illegible], 1951

IN REPLY PLEASE
REFER TO FILE NO.

[illegible] Oil [illegible] Co., Inc.
[illegible] Street
Spokane, Washington

NOTED
W. C. WILLIAMS

Gentlemen:

Confirming my phone call with Mr. [illegible] of your company on September 17th, I would like to advise that owing to conditions which have made it impossible to start work on the [illegible] Oiling Project, Contract No. [illegible], in sufficient time to insure its completion before the fall storms, it will be necessary to postpone the work until next spring.

If you are the same [illegible] I would like to be assured that you will [illegible] this [illegible] and [illegible] the job [illegible], will be [illegible]. Ordinarily [illegible] oiling [illegible] is [illegible] in this locality any time after May first.

I would like confirmation [illegible] that the [illegible] and [illegible] will [illegible] to fulfill the [illegible].

Very truly yours,

E. F. Chidsey
Division Engineer

[illegible]
cc - [illegible] Smith
W. C. Williams
[illegible]

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1951
FOR FILING

25

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1951

SUBJECT:

To: Mr. W. C. Williams

W. C. WILLIAMS

Mr. Reynolds advised me this morning that Oscar E. Joelson, contractor on the Weston Rock Production Project, Contract No. 3461, which was let on January 25, 1951, has never showed up. The Standard Asphalt Paving Company, contractor for reoiling the Weston Section, Contract No. 3502, which was let on April 13, 1951, can do no work though the contractor should be oiling now. Please check into this matter at once and give me a written report on it.

I would appreciate it if you would set up a procedure wherein the division engineers would do everything they could toward getting the work under way, and, if after sixty days' time we have been unable to get the contractor to proceed, call on the surety to get in and do the job.

R. H. Baldock

RHB:hi

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30-4214

3502

May 7, 1951

Standard Asphalt Paving Company, Inc.
119 North Post Street
Spokane, Washington

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3502, which was awarded to you on April 13, 1951, by the State Highway Commission, covering re-oiling on the Weston Section of the Oregon-Washington and Weston-Elgin Highways in Umatilla County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

Recorded

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MAY [illegible] 51
FOR FILING

30-4214

3502

May 4, 1951

REGISTERED MAIL

Standard Asphalt Paving Co., Inc.
119 North Post
Spokane, Washington

Gentlemen:

Your Contract No. 3502 for re-oiling on the Oregon-Washington and Weston-Elgin highways in Umatilla County has been received in this office fully executed.

We are, therefore, returning your certified check No. 23415 drawn on The Old National Bank of Spokane in the amount of $1,100 which you submitted with your proposal on April 13, 1951.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED
FOR FILING

3502

April 16, 1951

Standard Asphalt Paving Company
119 North Post
Spokane, Washington

Gentlemen:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3502 for the Weston re-oiling Project on the Oregon-Washington and Weston-Elgin Highways in Umatilla County. This award was based on your low bid of $21,135.60 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

S-57(3) Grande Ronde River Bridges 1951
and Approaches on the Starkey
#3503 Highway

RECEIVED
JUL 23 1952
FOR FILING

July 21, 1952

Valley Construction Co.
6100 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on July 10, 1952, had under discussion your request for an extension of time of 126 days, from November 30, 1951 to May 5, 1952, within which to complete your contract No. 3503 for constructing two bridges over the Grande Ronde River on the Starkey Secondary Highway, Union County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

F. W. Ellison,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

7-21-52, g(

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JUL [illegible] 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 10, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3503	11 Final	Valley Construction Co

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12018	R 4428	$ 5,987.48	July 9, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1951

Time Extensions: extended to May 5, 1952 without penalty

Completion Date: May 5, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-14-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
[illegible]

Warrant Mailed:

RECEIVED

FOR FILING

June 23, 1952.

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3503 for construction of two bridges over the Grande Ronde River on the Starkey Secondary Highway in Union County, was completed by the contractor, Valley Construction Co. on May 5, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,987.48 will be released to the contractor after acceptance by the Commission. The total contract amount is $80,957.41, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

6-23-52 gl

RECEIVED
FOR FILING

June 17, 1952

State Highway Commission

Request for extension of time
No. 1
July 10 and 11 meeting.

Gentlemen:

Re: Grande Ronde River Bridges
Contract 3503
Valley Construction Company,
Contractor

The Valley Construction Company, contractor on the above project, has requested an extension of time from November 30, 1951 to May 5, 1952 for the completion of the work on this project.

The bridges were completed in November of last year, and grading operations were carried on until winter weather shut down the work. The contractor completed the grading and surfacing on May 5. Very little, if any, inconvenience has been caused the public by the delay, and it is recommended that the extension be granted without penalty to the contractor.

Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attached

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 10, 19 52

Section Grande Ronde River Bridges

Kind of work Bridge Construction & 1.75 mi. of Grading.

Highway Starkey Secondary

Section prefix 131-1025

Contractor Valley Construction Co.

Contract number 3503

Date of contract April 13, 19 51

Date of completion November 30, 1951

Date work started May 9, 19 51

Estimated date of completion May 5, 19 52

Amount of contract $ 81,856.50

Per cent of time elapsed 389/231 168 %

Estimated cost of completed project, exclusive of engineering $ 81,856.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 4600., 5.6 %

Date project was completed May 5, 19 52

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Subcontractor, Art Simonsen, completed this project on May 5.
One days field work, remeasuring, to do before Final Estimate
can be completed.

NOTED
H. G. SMITH

RECEIVED
MAY 1 2 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	Topping	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.75				
Miles partially completed					
Miles completed	1.75				
Total estimated quantities	27,000	5,800			
Estimated quantities moved or placed to date	26,000	5,850			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...1...., Power graders ...1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ..1....., Bulldozers ..1......, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Fair		
Saturday			

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NOV [illegible] 1951
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File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

[illegible]

November 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Grande Ronde River Bridges,
Oregon Project S-57(3)
Railroad Crossing Signs

Dear Sir:

Under date of March 23, 1951, you advised that . . . "the State will, without federal participation in cost, install reflectorized cross-buck and advance warning signs at both crossings."

Your letter dated October 31, 1951 with which you submitted six copies of Order for State Force Work which provides for placing of railroad signs on the above named project is, accordingly, returned without action.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

Copy + Encls to Paxson.

Encls.

RECEIVED
OCT [illegible] 1951
FOR FILING

Salem, Oregon
October 19, 1951

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with requirements of the Public Roads Administration it will be necessary to install reflectorized cross-buck signs and relectorized advance warning signs at 2 grade crossings on the Starkey Secondary Highway in Union County.

The crossings referred to are at Stations 51+60 and 440+70 of the Grande Ronde River Bridge Section, Contract No. 3503.

These installations should be timed for completion about the same time as the construction project is completed, which is estimated to be November 30, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:tp

c.c.: E. F. Chidsey

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[illegible]

[illegible]

September 4, 1951

Union County Court
LaGrande, Oregon

Gentlemen:

I am pleased to advise you that the State Highway Commission granted your request for the structural steel in the two bridges over the Grande Ronde River on the Starkey Secondary Highway, which we are now replacing.

Our contract provides that the structures be carefully taken down and neatly piled on the State Highway right of way. The county can either pick them up from these stock piles or can make their own arrangement with our contractor to load the structural steel on County trucks when he removes them.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

GSP:ge

cc H. B. Glaisyer
R. F. Chidsey
G. S. Paxson
R. W. Ellison

RECEIVED
JUL 12 1951
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

S-57(3)

35-3

July 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-57(3)
Grande Ronde River Bridges
and Approaches

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L J Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jen

Form PR 2 (Revised 1946)

8228

State Oregon

Federal Aid Secondary

Project No. S-57(3)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of July, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1951, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of March, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-nine thousand, seven hundred and 00/100 dollars ($49,700.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 275, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 42+57.3 in the SW 1/4, Section 31, T. 2 S., R. 37 E., W.M., and survey station 456+00 in the SW 1/4, Section 20, T. 3 S., R. 36 E., W.M., except stations 81+00 to 399+50, length 1.798 miles, in Union County, being Oregon Federal Aid / Secondary project No. S-57(3), consisting of 1.750 miles of roadway and two bridges, each of more than 20 feet clear span, 0.048 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-nine thousand, seven hundred and 00/100 dollars ($49,700.00), which does not exceed the authorized Federal pro rata share of ninety thousand, forty-two and 15/100 dollars ($90,042.15), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
JUN 1951
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

S-57(3)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 21, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-57(3)
Grande Ronde River Bridges
Authorization to commence construction

Dear Sir:

Your application on subject project dated June 20, 1951 was received in this office on June 21, 1951.

The work consists of the construction of two new bridges over the Grande Ronde River to replace existing narrow and otherwise inadequate structures. Necessary approaches and connections are to be graded and surfaced. The road serves agricultural and timbered areas.

The total amount of steel required for the project is 51.0 tons.

Application is approved to commence construction but availability of steel is subject to Defense Construction Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

C. G. POLK
Acting District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

cc Rix [illegible]
[illegible]

file

RECEIVED
FOR FILING

S-57(3)

3503

June 21, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Grande Ronde River Bridges
F.A.P. Oregon S-57(3)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 21 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

ds
cc G. S. Paxson
C. A. Gardner

FOR FILING

June 20, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Grande Ronde River Bridges
F.A.P. Oregon S-57(3)

Herewith is Form WPAP-24, our application for authority to commence construction on the Grande Ronde River Bridges on the Starkey Highway. A contract for this project was awarded to Valley Construction Company of Portland, Oregon, on April 13, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

CAG/ds
cc G. S. Paxson
C. A. Gardner

RECEIVED
FOR FILING

May 23, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Grande Ronde River Bridges and Approaches, Project Number S-57 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

S. H. Probert
Office Engineer

JWN:plc

encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-57 (3)

GRANDE RONDE RIVER BRIDGES AND APPROACHES ON THE STARKEY HIGHWAY IN UNION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 16, 1951

Type Code 0011
Roadway (Sta. 42+57.3 to 81+00)(Sta. 399+50 to 456+00)

All Required		Clearing and Grubbing		$ 5,000.00
27,000	cu. yds.	General Excavation, Unclassified	$ 0.47	12,690.00
78,000	yd. sta.	Short Overhaul	0.01	780.00
850	C-yd. sta.	Long Overhaul	0.60	510.00
1.75	miles	Finishing Roadbed and Slopes	750.00	1,312.50
5,800	cu. yds.	Selected Roadbed Topping	0.65	3,770.00
4,500	yd. mi.	Hauling Roadbed Topping	0.20	900.00
110	M-gal.	Sprinkling	4.00	440.00
			Subtotal	$25,402.50
			10% Engr. & Cont.	2,540.25
			Total	$27,942.75

Type Code X021
Bridge (Sta. 54+33 to 55+65)

All Required		Shoring, Cribbing, Etc.		$ 3,000.00
55	cu. yds.	Structural Excavation	$ 8.00	440.00
5	cu. yds.	Structural Excavation Below Elevation Shown	20.00	100.00
225	cu. yds.	Class "A" Concrete	65.00	14,625.00
52,600	lbs.	Metal Reinforcement	0.11	5,786.00
All Required		Provision for Traffic and Removal of Old Bridge		4,750.00
				$28,701.00

Type Code X021
Bridge (Sta. 423+90 to 425+12)

All Required		Shoring, Cribbing, Etc.		$ 3,000.00
60	cu. yds.	Structural Excavation	$ 8.00	480.00
5	cu. yds.	Structural Excavation Below Elevation Shown	20.00	100.00
206	cu. yds.	Class "A" Concrete	65.00	13,390.00

50,300 lbs.	Metal Reinforcement	$ 0.11	$ 5,533.00
All Required	Provision for Traffic and Removal of Old Bridge		5,250.00
			$27,753.00
		Subtotal	$56,454.00
		10% Engr. & Cont.	5,645.40
		Total	$62,099.40

Length of Roadway	1.750 miles
Length of Bridges	.048 mile
Total Length	1.798 miles
Cost per mile, Roadway	$15,967.28

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
Roadway	$27,942.75	$15,423.00	$12,519.75
Bridges	62,099.40	34,277.00	27,822.40
	$90,042.15	$49,700.00	$40,342.15

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

April 3, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of revised estimate to accompany plans and specifications for the Grande Ronde River Bridges and Approaches, Project No. S-57 (3).

The unit prices have been increased for the items "Shoring, Cribbing, Etc." and "Provision for Traffic and Removal of Old Bridge," for each of the bridges.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-57 (3)

GRANDE RONDE RIVER BRIDGES AND APPROACHES ON THE STARKEY HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, April 3, 1951

Type Code 0011
Roadway (Sta. 42+57.3 to 81+00)(Sta. 399+50 to 456+00)

All Required		Clearing and Grubbing		$ 1,000.00
27,000	cu. yds.	General Excavation, Unclassified	$ 0.85	22,950.00
78,000	yd. stas.	Short Overhaul	0.02	1,560.00
850	C-yd. stas.	Long Overhaul	0.50	425.00
1.75	miles	Finishing Roadbed and Slopes	500.00	875.00
5,800	cu. yds.	Selected Roadbed Topping	0.50	2,900.00
4,500	yd. mi.	Hauling Roadbed Topping	0.20	900.00
110	M-gal.	Sprinkling	2.50	275.00
			Subtotal	$30,885.00
			10% Engr. & Cont.	3,088.50
			Total	$33,973.50

Type Code X021
Bridge (Sta. 54+33 to 55+65)

All Required		Shoring, Cribbing, Etc.		$ 1,000.00
55	cu. yds.	Structural Excavation	$ 5.00	275.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
225	cu. yds.	Class "A" Concrete	60.00	13,500.00
52,600	lbs.	Metal Reinforcement	0.12	6,312.00
All Required		Provision for Traffic and Removal of Old Bridge		1,500.00
				$22,612.00

Type Code X021
Bridge (Sta. 423+90 to 425+12)

All Required		Shoring, Cribbing, Etc.		$ 1,000.00
60	cu. yds.	Structural Excavation	$ 5.00	300.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00

206 cu. yds.	Class "A" Concrete	$60.00	$12,360.00
50,300 lbs.	Metal Reinforcement	0.12	6,036.00
All Required	Provision for Traffic and Removal of Old Bridge		2,500.00
			$22,221.00

Subtotal	$44,833.00
10% Engr. & Cont.	4,483.30
Total	$49,316.30

Length of Roadway	1.750 miles
Length of Bridges	.048 mile
Total Length	1.798 miles
Cost per mile, Roadway	$19,413.42

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
Roadway	$33,973.50	$20,272.00	$13,701.50
Bridges	49,316.30	29,428.00	19,888.30
	$83,289.80	$49,700.00	$33,589.80

Oregon State Highway Department

Federal Aid Secondary
Project No. S-57 (3)

GRANDE RONDE River BRIDGES AND APPROACHES

ON THE STARKEY HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, ~~March 19~~ April, 1951

Type Code 3011
Roadway (Sta. 42+57.3 to 81+00)(Sta. 399+50 to 456+00)

All Required	Clearing and Grubbing		$ 1,000.00
27,000 cu. yds.	General Excavation, Unclassified	$ 0.85	22,950.00
78,000 yd. stas.	Short Overhaul	0.02	1,560.00
850 C-yd. stas.	Long Overhaul	0.50	425.00
1.75 miles	Finishing Roadbed and Slopes	500.00	875.00
5,800 cu. yds.	Selected Roadbed Topping	0.50	2,900.00
4,500 yd. mi.	Hauling Roadbed Topping	0.20	900.00
110 M-gal.	Sprinkling	2.50	275.00
		Subtotal	$30,885.00
		10% Engr. & Cont.	3,088.50
		Total	$33,973.50

Type Code 2021
Bridge (Sta. 54+33 to 55+65)

All Required	Shoring ~~and~~ Cribbing, Etc.		$ ~~400.00~~	1000.00
55 cu. yds.	Structural Excavation	$ 5.00	275.00	
5 cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00	
225 cu. yds.	Class "A" Concrete	60.00	13,500.00	
52,600 lbs.	Metal Reinforcement	0.12	6,312.00	
All Required	Provision for Traffic and Removal of Old Bridge		~~750.00~~	1500.00
			~~$21,262.00~~	22612.00

Type Code 2021
Bridge (Sta. 423+90 to 425+12)

All Required	Shoring ~~and~~ Cribbing, Etc.		$ ~~400.00~~	1000.00
60 cu. yds.	Structural Excavation	$ 5.00	300.00	
5 cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00	

206 cu. yds.	Class "A" Concrete	$60.00	$12,360.00	
50,300 lbs.	Metal Reinforcement	0.12	6,036.00	
All Required	Provision for Traffic and Removal of Old Bridge		~~1,500.00~~	2500.00
			~~$20,621.00~~	22,221.00
	Subtotal		~~$41,883.00~~	44833.00
	10% Engr. & Cont.		~~4,188.30~~	4483.30
	Total		~~$46,071.30~~	49316.30

Length of Roadway	1.750 miles
Length of Bridges	.048 mile
Total Length	1.798 miles
Cost per mile, Roadway	$19,413.42

SUMMARY OF FUNDS

Description	Total Cost		Federal Secondary Funds		State Funds	
Roadway	$33,973.50		~~$21,094.00~~	20272.00	~~$12,879.50~~	13701.50
Bridges	~~46,071.30~~	49316.30	~~28,606.00~~	29428.00	17,465.30	19888.30
	~~$80,044.80~~ 83289.80		$49,700.00		~~$30,344.80~~	33589.80

GRANDE RONDE RIVER BRIDGES AND APPROACHES

PROJECT NO. S-57 (3)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

March 20, 1951

March 19, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement for the Grande Ronde River Bridges and Approaches, Project No. S-57 (3).

Six bid proposals and two sets of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-57 (3)

GRANDE RONDE BRIDGES AND APPROACHES

ON THE STARKEY HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 19, 1951

Type Code 0011
Roadway (Sta. 42+57.3 to 81+00)(Sta. 399+50 to 456+00)

All Required		Clearing and Grubbing		$ 1,000.00
27,000	cu. yds.	General Excavation, Unclassified	$ 0.85	22,950.00
78,000	yd. stas.	Short Overhaul	0.02	1,560.00
850	C-yd. stas.	Long Overhaul	0.50	425.00
1.75	miles	Finishing Roadbed and Slopes	500.00	875.00
5,800	cu. yds.	Selected Roadbed Topping	0.50	2,900.00
4,500	yd. mi.	Hauling Roadbed Topping	0.20	900.00
110	M-gal.	Sprinkling	2.50	275.00
			Subtotal	$30,885.00
			10% Engr. & Cont.	3,088.50
			Total	$33,973.50

Type Code X021
Bridge (Sta. 54+32 to 55+65)

All Required		Shoring and Cribbing		$ 400.00
55	cu. yds.	Structural Excavation	$ 5.00	275.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00
225	cu. yds.	Class "A" Concrete	60.00	13,500.00
52,600	lbs.	Metal Reinforcement	0.12	6,312.00
All Required		Provision for Traffic and Removal of Old Bridge		750.00
				$21,262.00

Type Code X021
Bridge (Sta. 423+90 to 425+12)

All Required		Shoring and Cribbing		$ 400.00
60	cu. yds.	Structural Excavation	$ 5.00	300.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00	25.00

206 cu. yds.	Class "A" Concrete	$60.00	$12,360.00
50,300 lbs.	Metal Reinforcement	0.12	6,036.00
All Required	Provision for Traffic and Removal of Old Bridge		1,500.00
			$20,621.00

Subtotal	$41,883.00
10% Engr. & Cont.	4,188.30
Total	$46,071.30

Length of Roadway	1.750 miles
Length of Bridges	.048 mile
Total Length	1.798 miles
Cost per mile, Roadway	$19,413.42

SUMMARY OF FUNDS

Description	Total Cost	Federal Secondary Funds	State Funds
Roadway	$33,973.50	$21,094.00	$12,879.50
Bridges	46,071.30	28,606.00	17,465.30
	$80,044.80	$49,700.00	$30,344.80

GRANDE RONDE RIVER BRIDGES AND APPROACHES

PROJECT NO. S-57 (3)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

March 20, 1951

March 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Project No. S-57(3), Grand Ronde River Bridges and Approach Roads have today been recommended for approval, subject to such changes as may be required by the Division Engineer. You are authorized to advertise for bids with the understanding that evidence of county cooperation in the design will be submitted prior to the date of bid opening.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Very truly yours,

C. G. POLK
Acting District Engineer

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[illegible]
STATE HIGHWAY [illegible]

RECEIVED
MAY 4 1951
FOR FILING

57 (3)

3503

May 4, 1951

Valley Construction Co.
6100 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3503, covering Grande Ronde River Bridges on the Starkey Secondary Highway in Union County, which was awarded to you by the State Highway Commission on April 13, 1951.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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APR 17 1951
FOR FILING

5-3431
3503

April 16, 1951

Valley Construction Company
6100 N. E. Columbia Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3503 for construction of the Grande Ronde River Bridges and Approaches on the Starkey Highway in Union County. This award was based on your low bid of $81,856.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

RECEIVED
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

[illegible]

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 13, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. 57(3), Grande Ronde River Bridges and Approach Road on the Starkey Highway, to Valley Construction Company, Portland, who submitted the low bid.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

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APR 17 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

S-57(3)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Project No. S-57(3), Grand Ronde River Bridges and Approach Roads have today been recommended for approval, subject to such changes as may be required by the Division Engineer. You are authorized to advertise for bids with the understanding that evidence of county cooperation in the design will be submitted prior to the date of bid opening.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
STATE [illegible]

Noted
JWM.

RECEIVED

FOR FILING

5-57(3)

3503

March 23, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the existing railroad grade crossings at Stations 51+60 and 440+70 of the Grande Ronde River Bridge Section, Project S-57 (3), on the Starkey Secondary Highway in Union County.

In compliance with the requirements of General Administrative Memorandum No. 63, the State will, without federal participation in cost, install reflectorized cross-buck and advance warning signs at both crossings. Installation of the signs will be made before construction of the project is completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

March 20, 1951

NOTED
W. C. WILLIAMS

County Court of Union County
La Grande, Oregon

Gentlemen:

Although full information is not as yet at hand relative to regulations pertaining to expenditure of 1952-53 federal-aid secondary highway funds, it may be that one of the requirements will be that county courts concur with the State Highway Commission on federal-aid secondary highway projects (both on state highways and on county roads).

One of the projects planned in Union County is the construction of two bridges and approaches thereto over the Grande Ronde River on the Starkey Federal-aid Secondary Highway, Federal Project No. S-57 (3). These two units are near Hilgard Junction and Red Bridge, and involve the construction of new reinforced concrete structures and roadway on improved line and grade to tie in and match with recent improved adjoining roadway constructed to secondary highway standards, 26-foot roadbed and 6-inch gravel surfacing placed to provide a 23-foot top width.

The old bridges to be replaced are urgently in need of replacement and the completion of the new structures and approaches will provide a safe and adequate roadway on this route, which is vital to insure the continued operation of the timber industries in the area.

We are planning to open bids on the project at the April 12-13 meeting of the State Highway Commission, and, in order that the project [illegible] delayed, your concurrence is respectfully requested. If the above listed project and plans meet with your approval, please advise of your concurrence on the extra copy of this letter and return it immediately to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

- - - -

March 23, 1951

We hereby concur in the above project.

Union County Court
By C K McCormack County Judge

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5-5[illegible]

3803

July 7, 1950

Oregon State Highway Commission

Gentlemen:

Mr. Reynolds has expressed the desirability of constructing two bridges on the Hilgard-Starkey Secondary Highway, on which highway gaps have been left in past and present construction by reason of the bridges. The estimated cost to construct the bridges is $40,000 each, or a total of $80,000, plus $33,000 for the grading and gravel surfacing of 1.76 miles of connections to the new bridges.

There are no available secondary highway funds remaining in Division 5 for the 1949-50 program, but there is included in the 1952-53 program, which you are tentatively considering, the amount of $150,000 allocated for the second year on the Hilgard-Starkey Highway. If it is desirable, changes could be made in the contemplated program, so that these bridges could be covered in the first year's allocations, which would be that contracts could be let this year, provided the Congress passes a 1950 road bill.

If earlier construction is desired, the bridges will need to be financed as a state project.

This matter will be on the next agenda for your consideration, and the Secretary will have a map showing the proposed improvements.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams
Mr. G. S. Paxson

STATUS OF FEDERAL AID SECONDARY HIGHWAY PROGRAM

DIVISION NO. 5 - FISCAL YEARS 1950-51

As of July 7, 1950

Projects	Original Program	Present Program
Original Program (May 23, 1949):		
Hamilton-Long Creek	$ 150,000	$ 146,500
Table Rock-East	125,000	122,700
N. Unit, Enterprise-Forest Boundary	220,000	186,400
Holdman Jct.-Campbell Ranch	90,000	62,800
Salisbury-Poker Creek	150,000	99,800
Garrison Corner	25,000	14,700
Malheur Cave-Follyfarm	200,000	196,900
Hardman-Chapen Creek	125,000	96,400
Hilgard Jct.-Starkey	80,000	80,000
Imbler-Summerville	120,000	111,600
Reserve	780,000	- -
Subtotal	$2,065,000	
Added Projects:		
Mill Gulch-Salisbury		253,000
Lawen-Crane		136,800
Weiser Bridge		185,000
Payette Bridge		365,000
Cottonwood Grade (Summit-East)		80,000
Totals, Division 5	$2,065,000	$2,137,600

- - -

F. A. Secondary Program, Entire State	$7,434,000	$7,597,000

STATUS OF 1950-51 FEDERAL AID PROGRAM

As of July 7, 1950

	Available Amounts	Original Program	Revised Program
Primary Federal Aid	$ 9,500,000	$ 9,155,000	$ 9,637,200
Secondary Federal Aid	7,200,000	7,434,000	7,597,000
Urban Federal Aid	1,500,000	1,600,000	1,634,600
	$18,200,000	$18,189,000	$18,868,800

FOR FILING

1950

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
LA GRANDE, OREGON

June 15, 1950

V. C. WILLIAM

R. H. Baldock, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam:

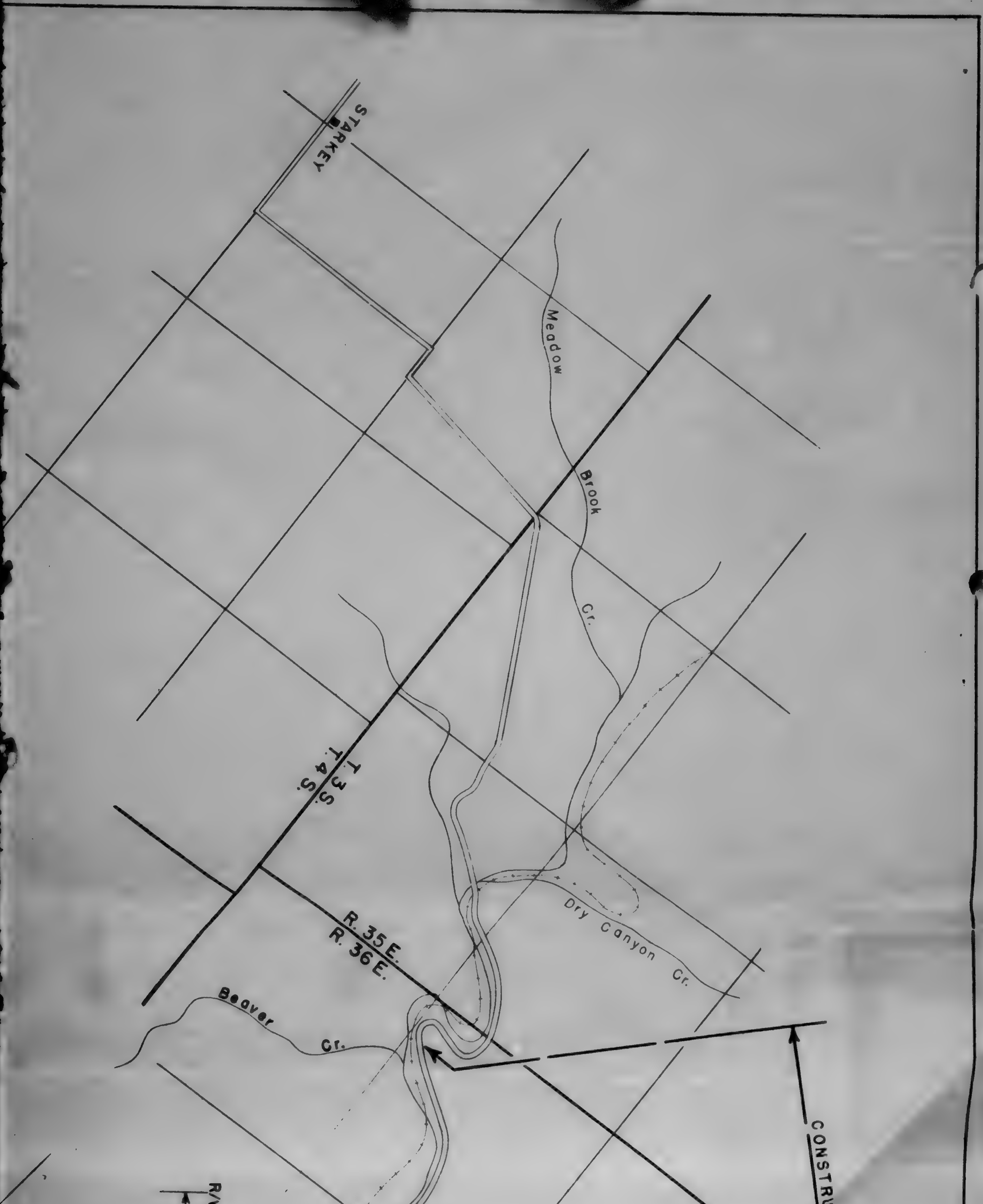
We have discussed over the telephone the matter of constructing the bridges on the Hilgard-Starkey project. In our last conversation you mentioned the fact that the estimate would equal or exceed the allocation, and, therefore, there would be no funds for the bridge construction. It was my hope and suggestion that additional funds could be found and used for the construction of the bridges with contracts to be let not later than August.

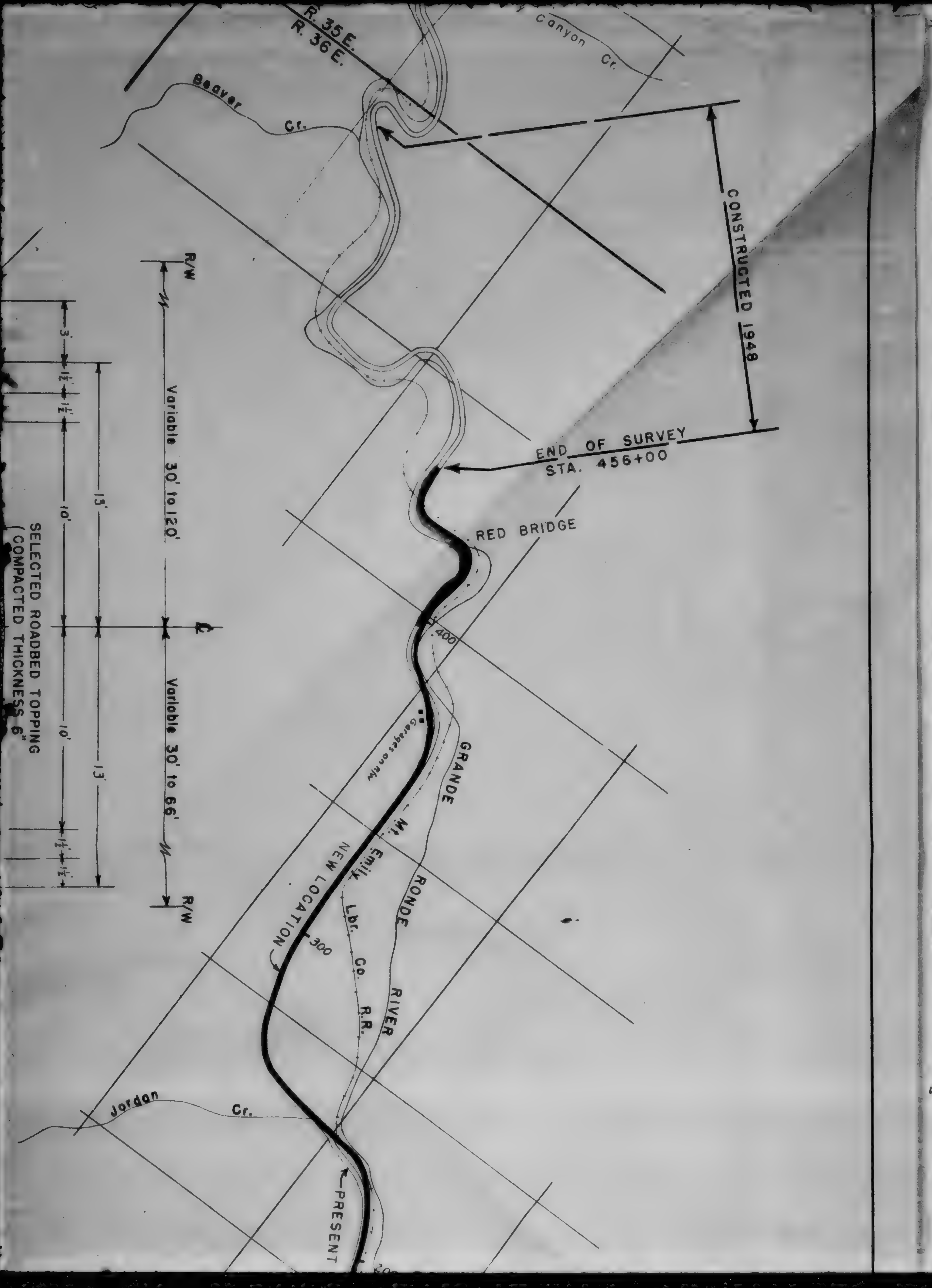
Very truly yours,

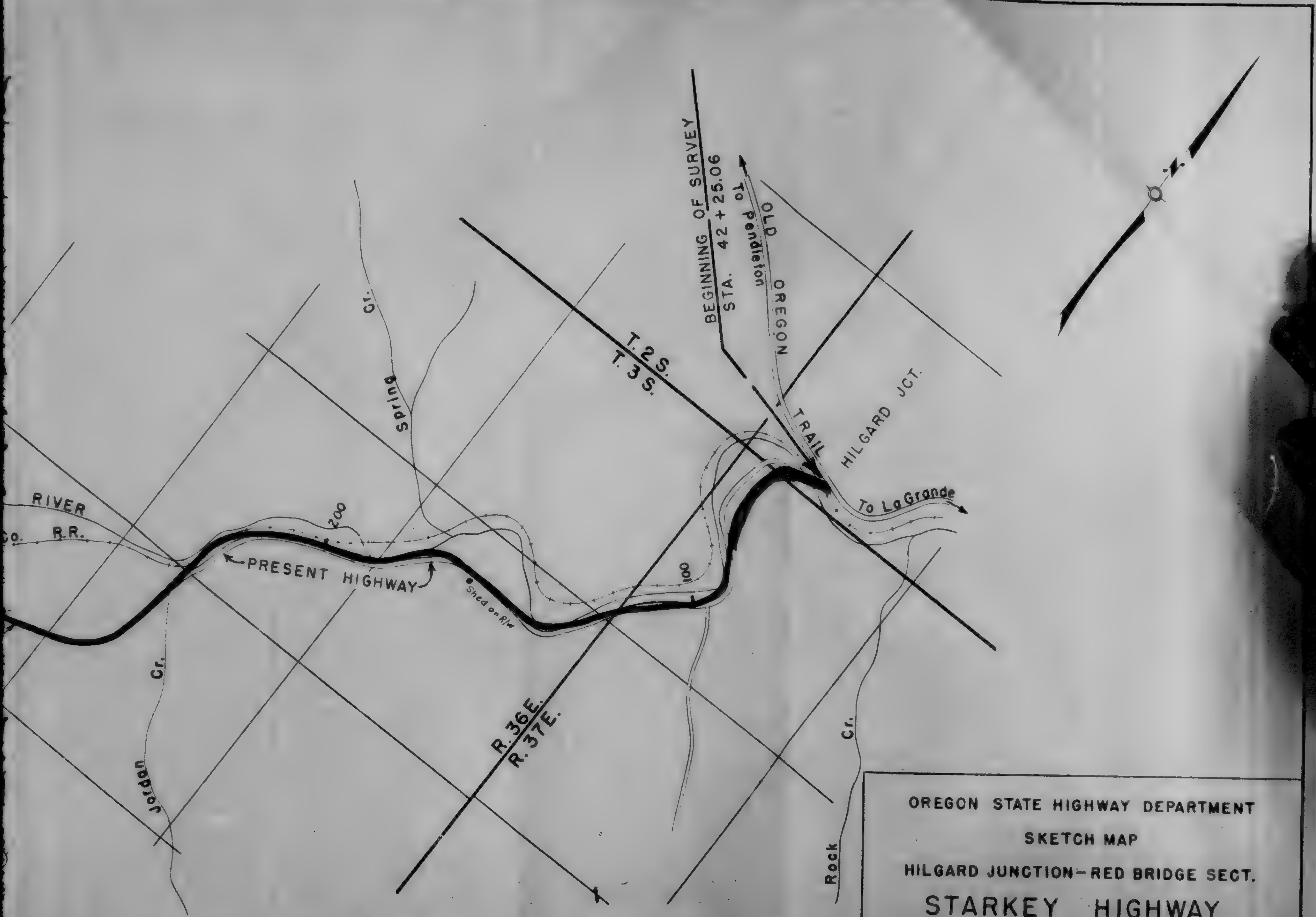
Chas H Reynolds

CHR/vlw

Williams —
See me for this


STARKEY
Meadow
Brook
Cr.
T. 3 S.
T. 4 S.
R. 35 E.
R. 36 E.
Dry Canyon Cr.
Beaver Cr.
CONSTRUCTED 1948
R/W
3'
1½'
1½'
Varia


R. 35 E.
R. 36 E.
Canyon Cr.
Beaver Cr.
CONSTRUCTED 1948
END OF SURVEY
STA. 456+00
RED BRIDGE
400
Garages on R/W
GRANDE
RONDE
RIVER
Mt. Emily Lbr. Co. R.R.
NEW LOCATION
300
Jordan Cr.
PRESENT
200
R/W
Variable 30' to 120'
℄
Variable 30' to 66'
R/W
3'
1½'
1½'
13'
10'
10'
13'
1½'
1½'
SELECTED ROADBED TOPPING
(COMPACTED THICKNESS 6"


BEGINNING OF SURVEY
STA. 42 + 25.06
OLD OREGON TRAIL
To Pendleton
T. 2 S.
T. 3 S.
HILGARD JCT.
To La Grande
Spring Cr.
RIVER
Co. R.R.
200
PRESENT HIGHWAY
Shed on R/W
100
Jordan Cr.
R. 36 E.
R. 37 E.
Rock Cr.
N.

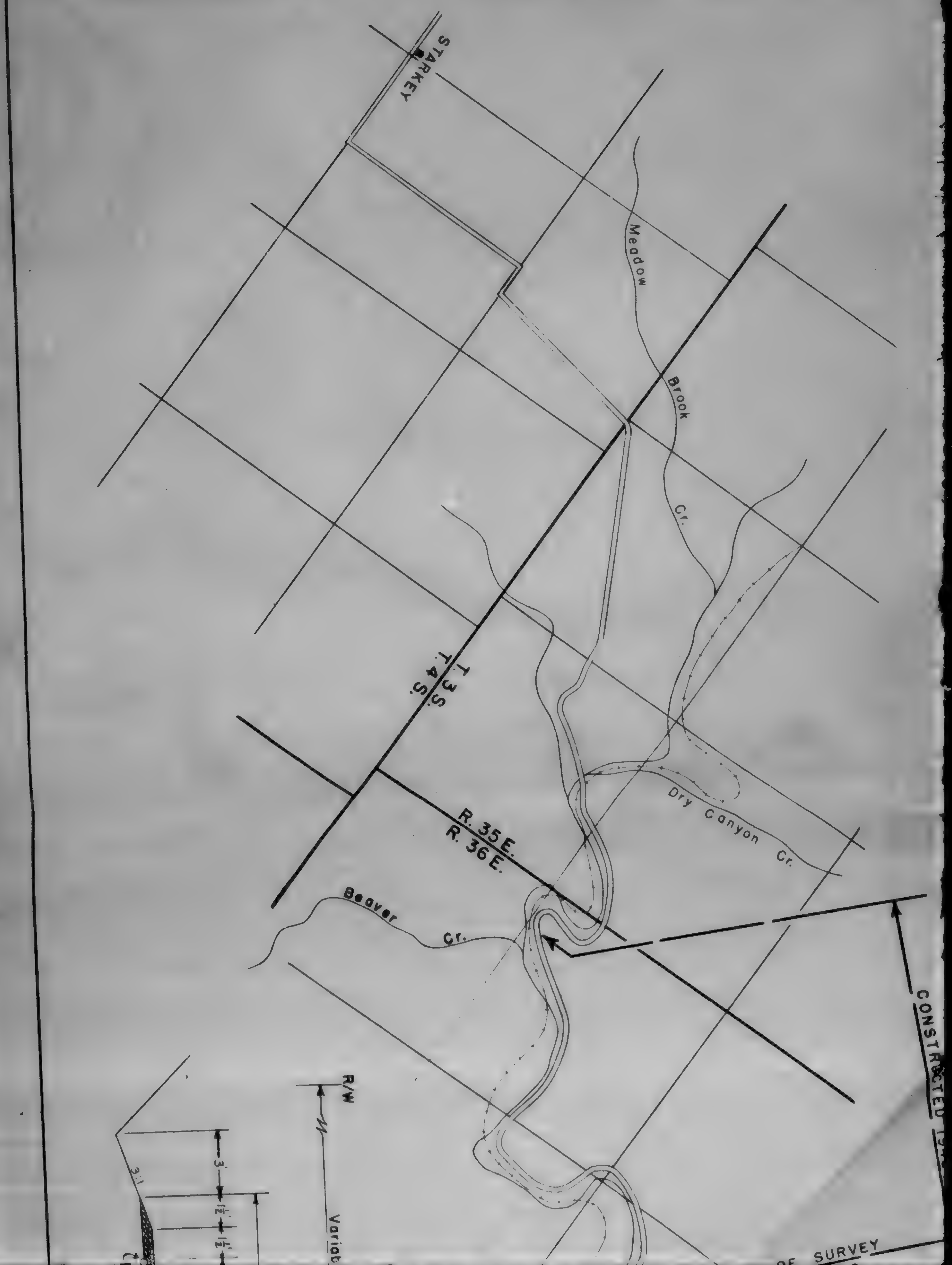
OREGON STATE HIGHWAY DEPARTMENT

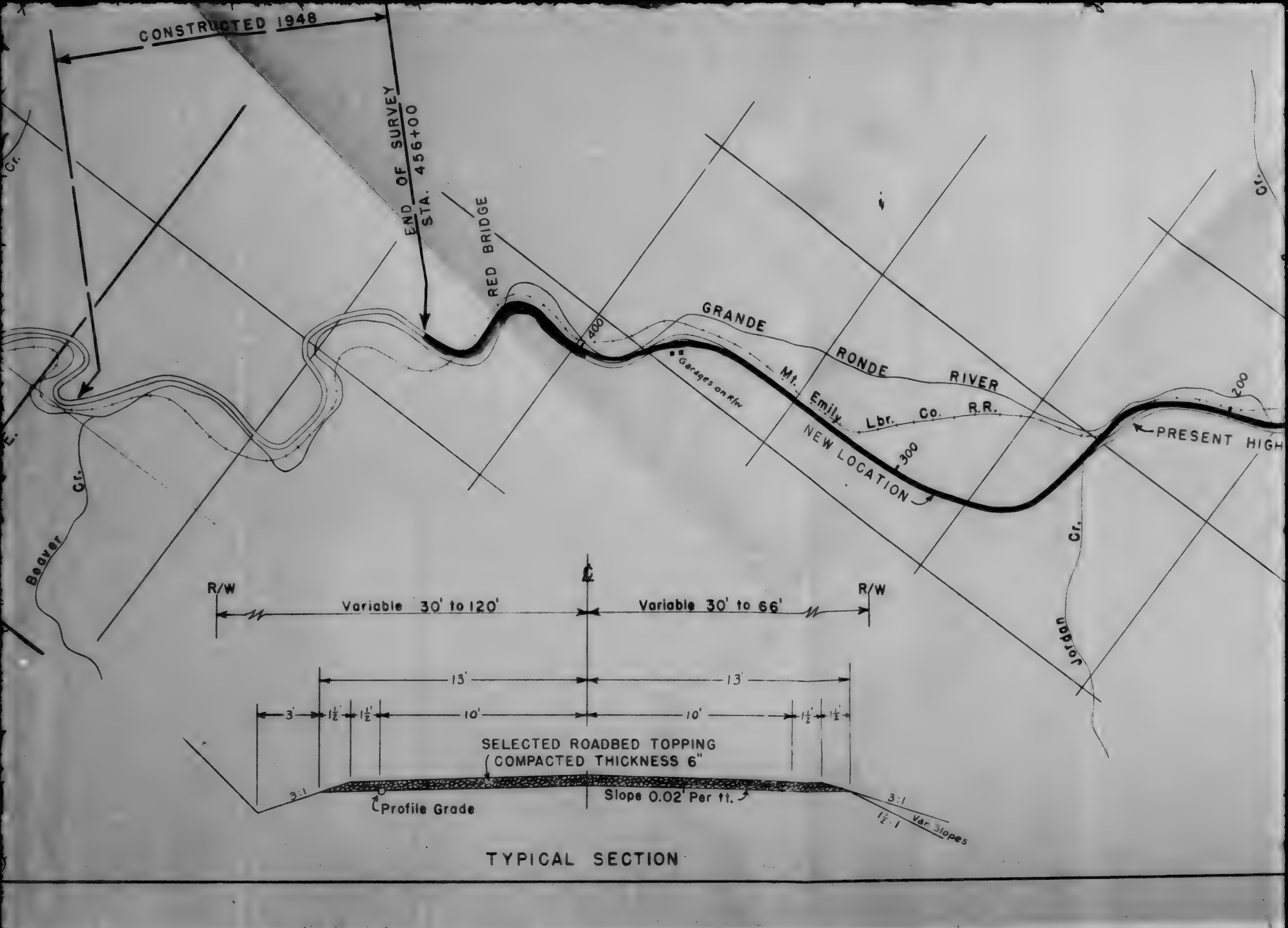
SKETCH MAP

HILGARD JUNCTION—RED BRIDGE SECT.

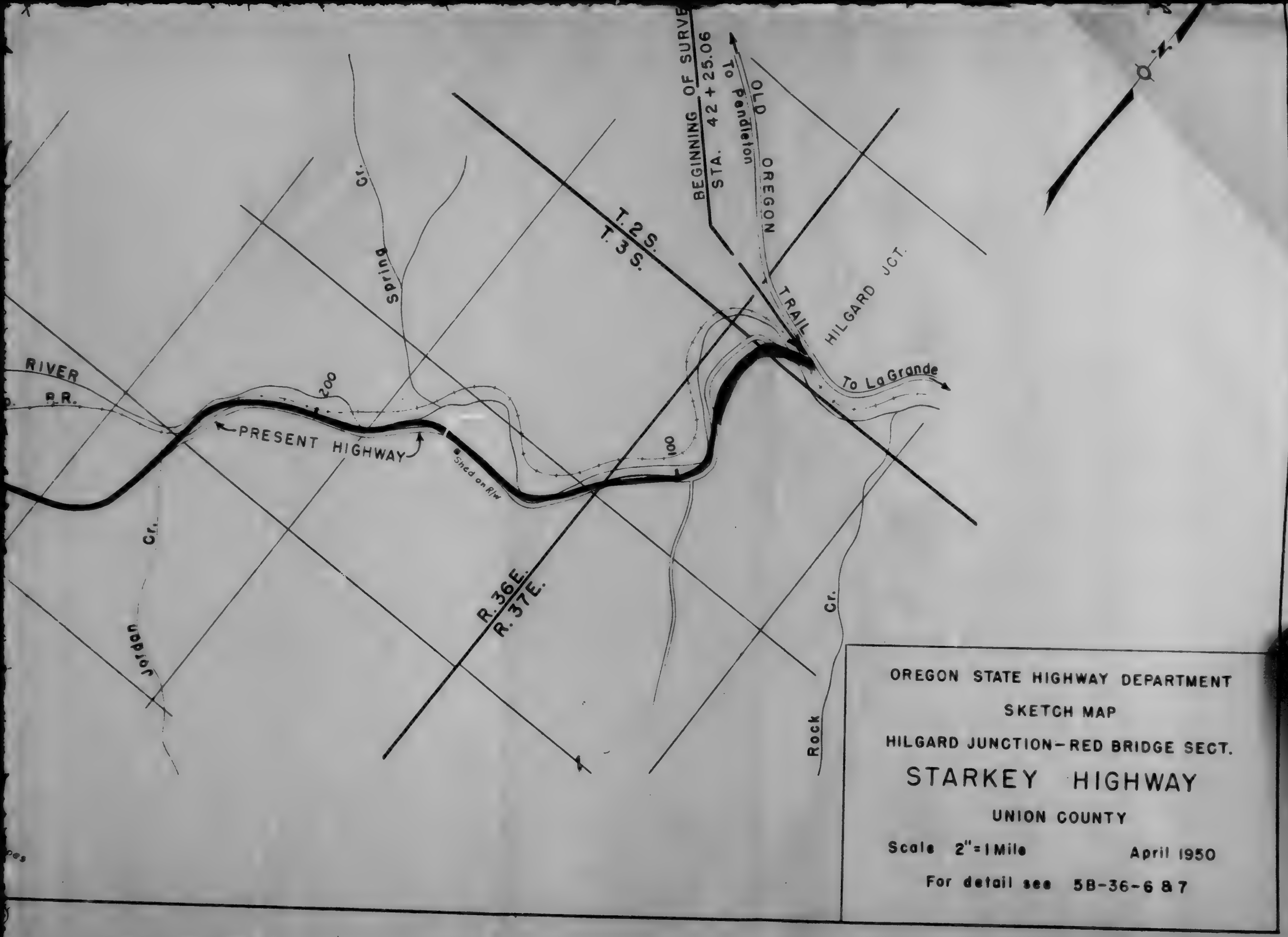
STARKEY HIGHWAY

UNION COUNTY


STARKEY
Meadow
Brook
Cr.
Dry Canyon Cr.
Beaver Cr.
T. 3 S.
T. 4 S.
R. 35 E.
R. 36 E.
CONSTRUCTED
OF SURVEY
R/W
Variab
3:1
3'
1½'
1½'


CONSTRUCTED 1948
END OF SURVEY
STA. 456+00
RED BRIDGE
400
Garages on R/W
GRANDE
RONDE
RIVER
Mt. Emily Lbr. Co. R.R.
NEW LOCATION
300
200
PRESENT HIGH
Beaver Cr.
Jordan Cr.
Cr.
Cr.
E.
R/W
Variable 30' to 120'
℄
Variable 30' to 66'
R/W
13'
13'
3'
1½'
1½'
10'
10'
1½'
1½'
SELECTED ROADBED TOPPING
(COMPACTED THICKNESS 6"
3:1
℄ Profile Grade
Slope 0.02' Per ft.
3:1
1½:1
Var Slopes

TYPICAL SECTION


RIVER
R.R.
PRESENT HIGHWAY
200
Spring
Cr.
Jordan
Cr.
Shed on R/W
R. 36E.
R. 37E.
T. 2 S.
T. 3 S.
100
BEGINNING OF SURVE
STA. 42 + 25.06
To Pendleton
OLD OREGON TRAIL
HILGARD JCT.
To La Grande
Rock
Cr.

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP

HILGARD JUNCTION-RED BRIDGE SECT.

STARKEY HIGHWAY

UNION COUNTY

Scale 2"=1 Mile April 1950

For detail see 5B-36-6 & 7

[illegible] Warm Springs Maintenance 1/62
[illegible] Building

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 9, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3504	6-final	Robt. C. Wilson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16674	R-48955	$ 795.00	9/9/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: Extended to Sep. 30, 1952 without penalty

Completion Date: Aug. 13, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
AUG 27 1952
FOR FILING

August 26, 1952

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

State Highway Contract No. 3504 for construction of a maintenance building at Warm Springs Junction in Wasco County was completed by the contractor, Robert C. Wilson, on August 13 but has not as yet been accepted by the Commission.

Final payment in the amount of $795.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $13,250.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

md

Secretary

cc - Mr. Eugene F. Nichols
First National Bank Building
Corvallis, Oregon

NOTED ON CARD

RECEIVED
FEB 15 1952
FOR FILING

[illegible]

3504

February 14, 1952

Mr. Robert C. Wilson
1020 N. 25th St.
Corvallis, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 31, 1952, had under discussion your request for an extension of time of 335 days, from October 31, 1951 to and including September 30, 1952, within which to complete your contract No. 3504 for construction of maintenance building at Warm Springs Junction in Wasco County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
JAN 1
FOR FILING

23-2072

3504

January 14, 1952

State Highway Commission

Request for extension of time
No. 4
Jan. 31-Feb. 1 meeting.

Gentlemen:

Re: Warm Springs Maintenance Building
Robert C. Wilson, Contractor
Contract No. 3504

Herewith request for an extension of time in which to complete the work on the maintenance building at Warm Springs Junction in Wasco County, from October 31, 1951 to and including September 30, 1952.

This building was occupied by the State prior to the expiration of the time limit and entirely completed with the exception of the painting of the aluminum roof. Recommendations from paint manufacturers lead us to believe that a period of weathering of the aluminum before painting will result in a more permanent job. We have therefore arranged with the contractor to forego the painting until next summer, in order that the roofing may be in proper condition for painting.

I recommend that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
FOR FILING

33-3408

December 27, 1951

Maryland Casualty Company
Baltimore 3, Maryland

Gentlemen:

It is the intention of the State Highway Commission to release to Robert C. Wilson a portion of the funds heretofore retained by the Commission in connection with Contract No. 3504 for construction of the maintenance building at the Warm Springs Junction in Wasco County.

This payment, which is in the amount of $600, reduces the retained percentage to 3 percent of item one unit price or the sum of $397.50. The present payment will be released on or after January 7, 1952.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

cc Eugene F. Nichols
1st National Bank Building
Corvallis, Oregon

NOTED ON CARD
12-27-51

RECEIVED
DEC [illegible] 1951
FOR FILING

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1951

SUBJECT: Warm Springs Junction
Maintenance Building
Contract No. 3504

To:
Mr. W. C. Williams
Asst. State Highway Engineer
Office

[illegible]

Dear Sir:

Mr. Robert C. Wilson, contractor on the above project, has completed all of the work on this contract with the exception of some very minor corrections to the plumbing and painting the building roof. A major part of the work yet to be done on painting the building roof cannot be done until favorable weather next spring.

The contractor has asked if it will be possible for us to release a part of his retained percentage on the work. The specified completion date for the work on this contract was October 31, 1951, and the building was completed to a stage where the maintenance forces could occupy it on October 15, 1951.

We propose to pay the contractor for all work completed to date, i.e., 97 per cent of the contract, retaining three per cent of the contract to cover the cost of painting and corrections to the plumbing work and an additional three per cent of the work completed to date as a retained percentage, giving us a total retainer of $795.00 which is ample to insure completion of the work. This will release $600.00 of retained percentage to the contractor. This procedure is permissible under the terms of the contract provided it has the Engineer's approval. May we have your approval of payment in this manner.

OK

This contractor is a small operator and has done very good work for us, and release of the $600.00 will undoubtedly be an aid in his financing problems.

Very truly yours,

G. S. Paxson

G. S. Paxson
Bridge Engineer

CAG/ds

RECEIVED
JUN [illegible] 1951
FOR FILING

33 34.1

26.4

Salem, Oregon
June 6, 1951

Mr. I. A. De France

Herewith is a copy of a letter from L. R. Olson, Forest Supervisor, Mount Hood National Forest, dated June 1, approving the plan submitted to them on May 21 showing the revised location of buildings, et cetera, at the highway maintenance station headquarters at Warm Springs junction.

Please furnish three additional copies of the site plan with a letter of transmittal to Mr. Olson.

W. W. Stiffler

WWS:er

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
MOUNT HOOD NATIONAL FOREST

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

C/O SWAN ISLAND POSTAL STATION
PORTLAND 18, OREGON

U
USES - Mt. Hood
Maintenance Station
Oregon State Highway Commission
(Junction Warm Springs-Wapinitia Highways)
6/11/47

June 1, 1951

State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Stiffler

Dear Sir:

Reference is made to your letter of May 21, and my reply of May 25.

The plans mentioned in your letter are approved by the Forest Service insofar as outside architectural treatment, and location of improvements are concerned.

May we have three more copies of the revised site plan for our files?

Very truly yours,

LLOYD R. OLSON, Forest Supervisor

R P Bottcher

By: R. P. Bottcher, Acting

NOTED
W. W. STIFFLER

RECEIVED

FOR FILING

33-3408

3504

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
MOUNT HOOD NATIONAL FOREST

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

C/O SWAN ISLAND POSTAL STATION
PORTLAND 18, OREGON

U
USES - Mt. Hood
Maintenance Station
Oregon State Highway Commission
(Junction Warm Springs-Wapinitia Highways)
6/11/47

May 25, 1951

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Mr. Stiffler's letter of May 21 with enclosure is received.

Tentatively the revised site plan for the Warm Springs maintenance station appears to be satisfactory. However, I would like to have the opinion of Ranger Mills at Bear Springs Ranger Station before tendering final approval. As soon as I hear from him I will communicate with you.

Very truly yours,

Lloyd R. Olson

LLOYD R. OLSON
Forest Supervisor

Copy made for Mr. Skelton and Mr. De France and forwarded to them on May 28.

ER

NOTIFIED
W. W. STIFFLER

RECEIVED
FOR FILING

May 21, 1952

U
USFS - Mt. Hood
Maintenance Station
Oregon State Highway
  Commission
6/11/27
(Jct. Warm Springs-
Wapinitia Highways)

Forest Supervisor
U. S. Department of Agriculture
Mt. Hood National Forest
Swan Island Postal Station
Portland 18, Oregon

Attention: R. F. Bottcher, Acting

Dear Sir:

Reference is made to the maintenance station at the junction of the Warm Springs and Wapinitia Highways.

You recently approved plans for an additional building at this site. We attach a corrected vicinity map of this site which shows actual location of the buildings. It also shows the revised location of the new building made necessary by inaccuracies in the original map. We trust this revision in the location of the new building will not meet with any objection on your part.

The roofing on the four buildings now on the site is in poor condition and has been leaking so that replacement is necessary this summer. It is our plan to rebuild the four roofs to the same pitch as that designed for the new building and to cover them with the same type of aluminum roofing and the same paint as is called for by the plans of the new building. This will result in the old and new buildings matching - both as to roof lines and type and color of roofing. Unless we hear from you to the contrary, we will assume that this program meets your approval and plan to proceed accordingly.

Very truly yours,

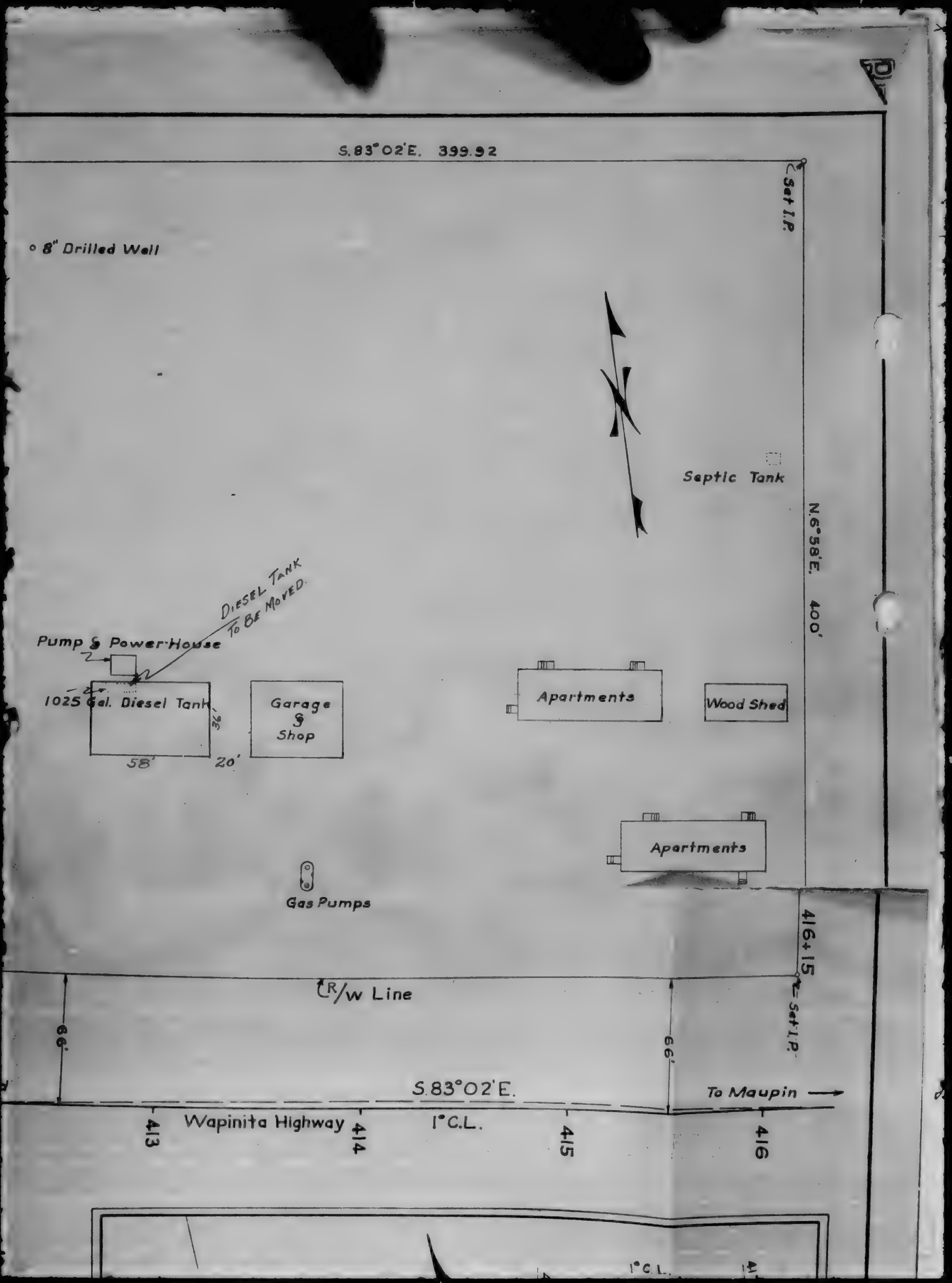
R. H. Baldock
State Highway Engineer

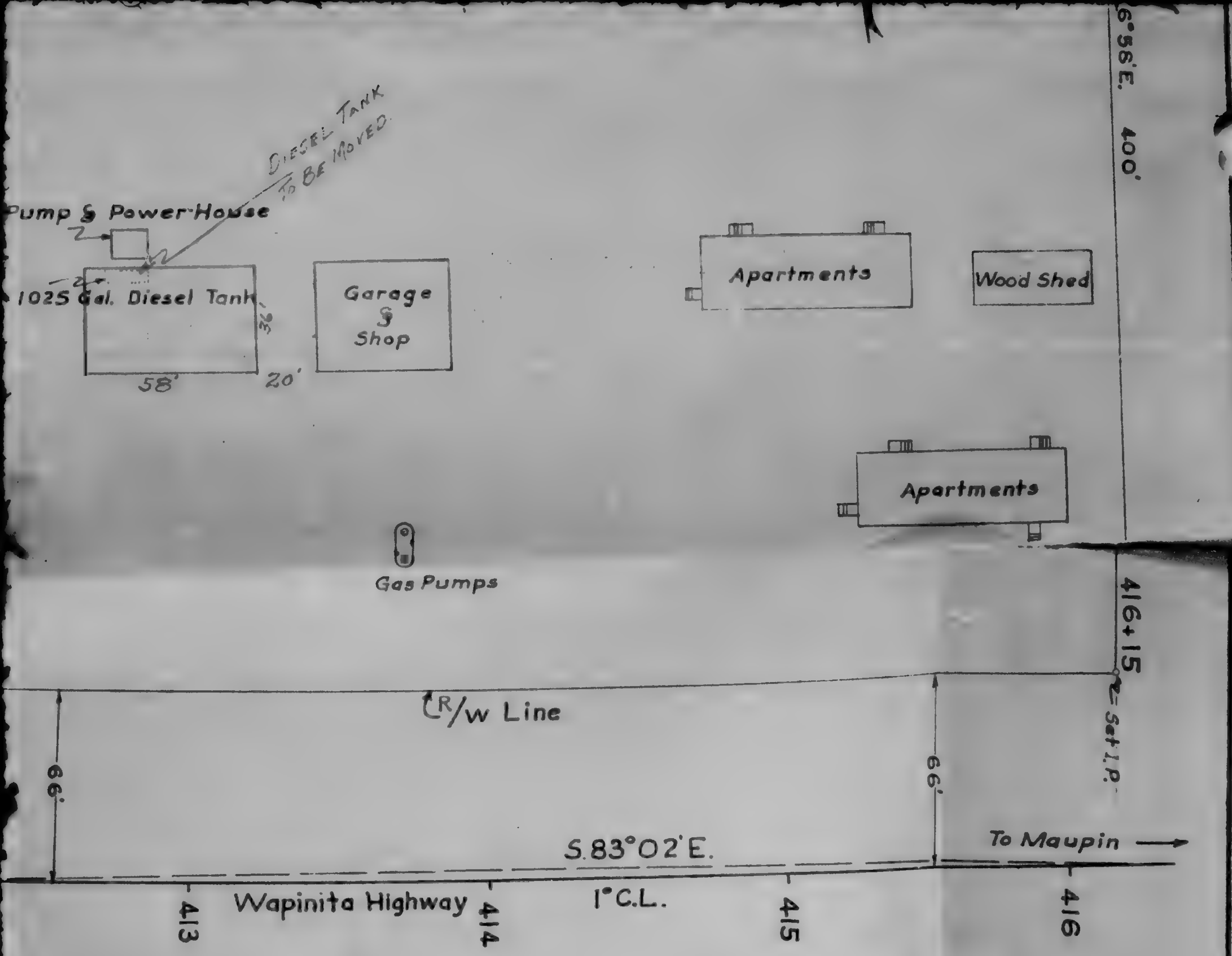
By

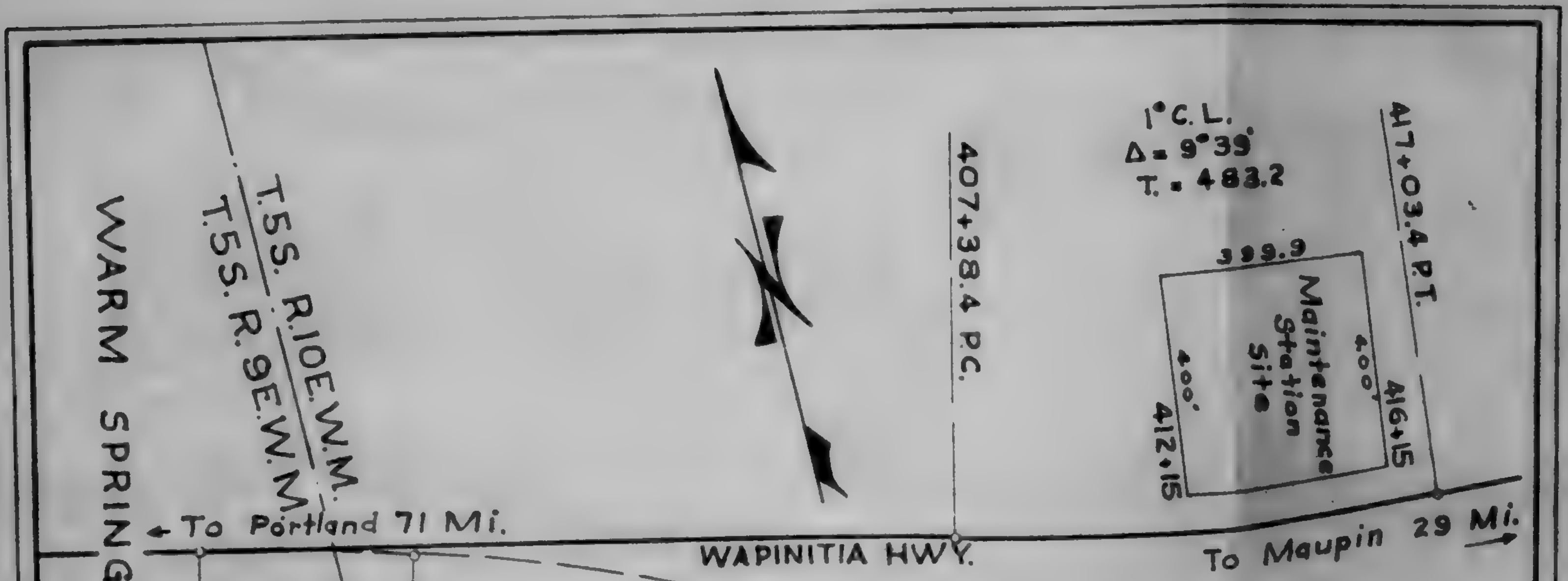
W. W. Stiffler
Assistant State Highway Engineer

Encl.

IAD/bj
cc I. A. DeFrance   G. S. Paxson - Encl.
    A. G. Skelton - Encl.   D. D. Rohrbough - Encl.


S.83°02'E. 399.92
Set I.P.
8" Drilled Well
Septic Tank
N.6°58'E. 400'
DIESEL TANK TO BE MOVED.
Pump & Power House
1025 Gal. Diesel Tank
36'
58'
20'
Garage & Shop
Apartments
Wood Shed
Apartments
Gas Pumps
416+15
℄R/W Line
66'
66'
Set I.P.
S.83°02'E.
To Maupin →
Wapinita Highway
1°C.L.
413
414
415
416
1°C.L.


Diesel Tank To Be Moved
Pump & Power House
1025 Gal. Diesel Tank
58'
20'
32'
Garage & Shop
Apartments
Wood Shed
Apartments
Gas Pumps
6°58'E. 400'
416+15
℄R/w Line
Set I.P.
66'
66'
S.83°02'E.
To Maupin
Wapinita Highway
1° C.L.
413
414
415
416

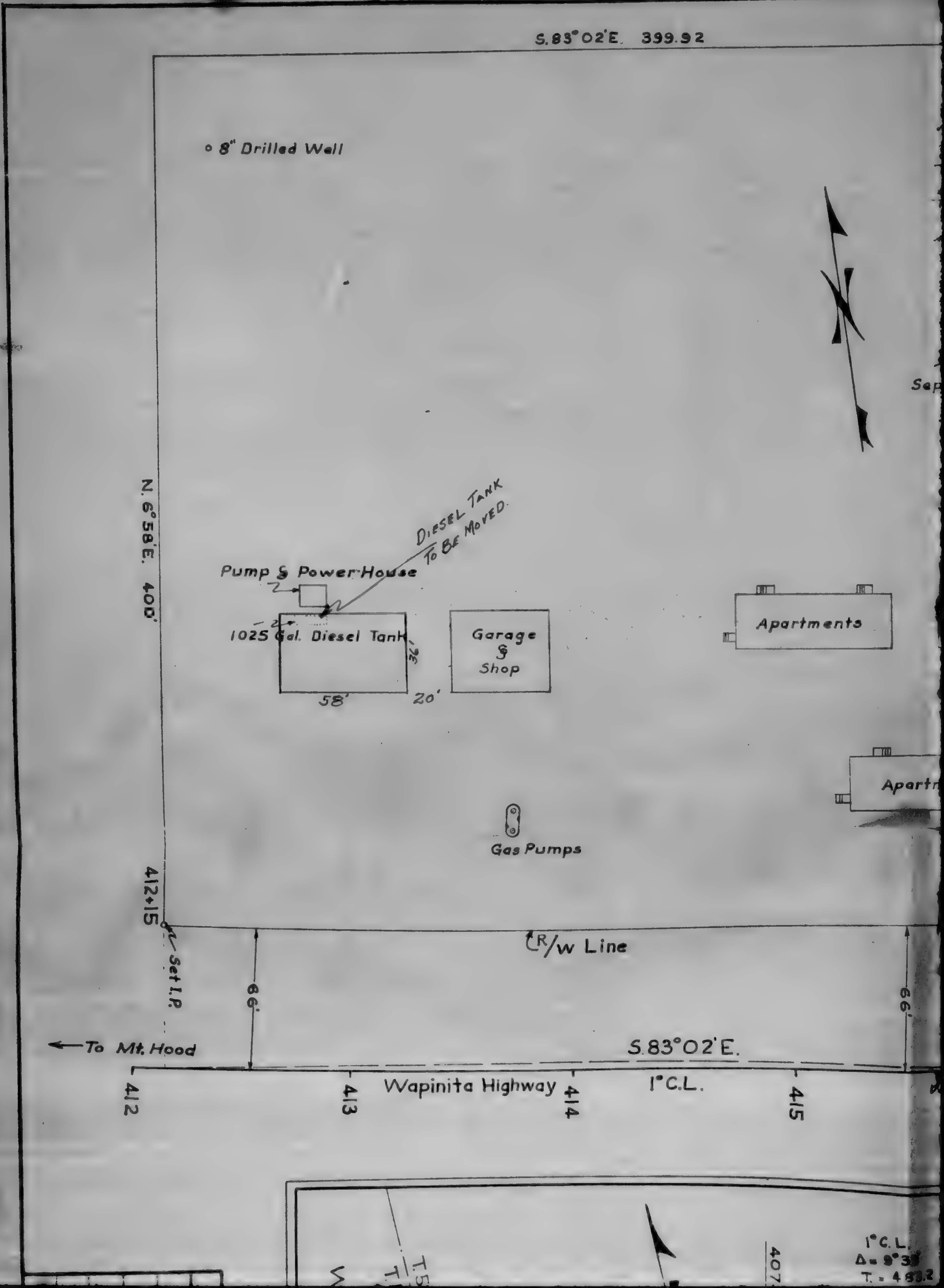

1° C.L.
Δ = 9°39'
T. = 483.2
407+38.4 P.C.
417+03.4 P.T.
399.9
Maintenance Station Site
400'
400'
412+15
416+15
T.5S. R.10E.W.M.
T.5S. R.9E.W.M.
To Portland 71 Mi.
WAPINITIA HWY.
To Maupin 29 Mi.
WARM SPRINGS HWY.
Sec. 18
To Madras

WARM SPRING JUNCTION

Location Sketch
Scale: 1" = 400'

OREGON STATE HIGHWAY DEPARTMENT

IR-1-435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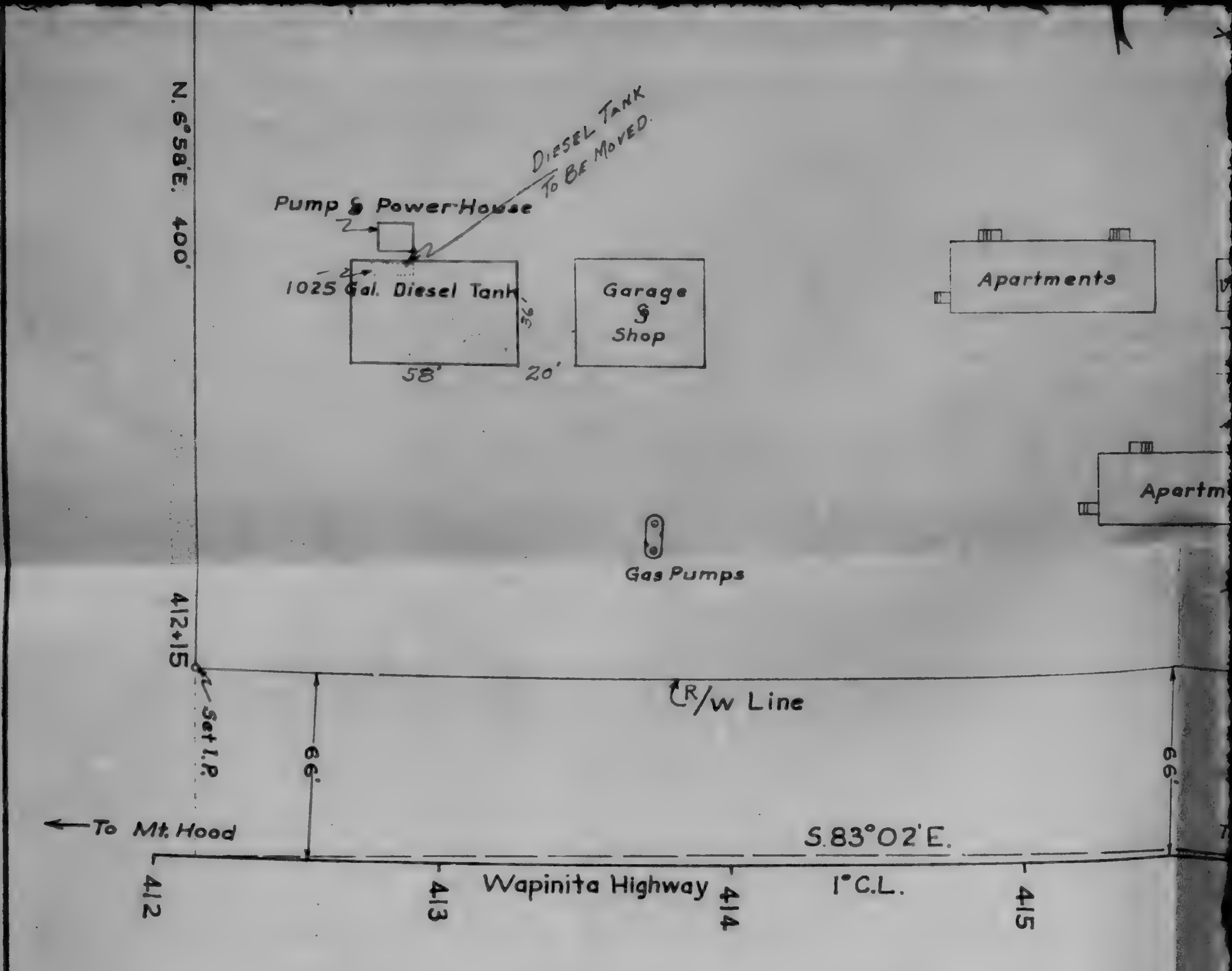
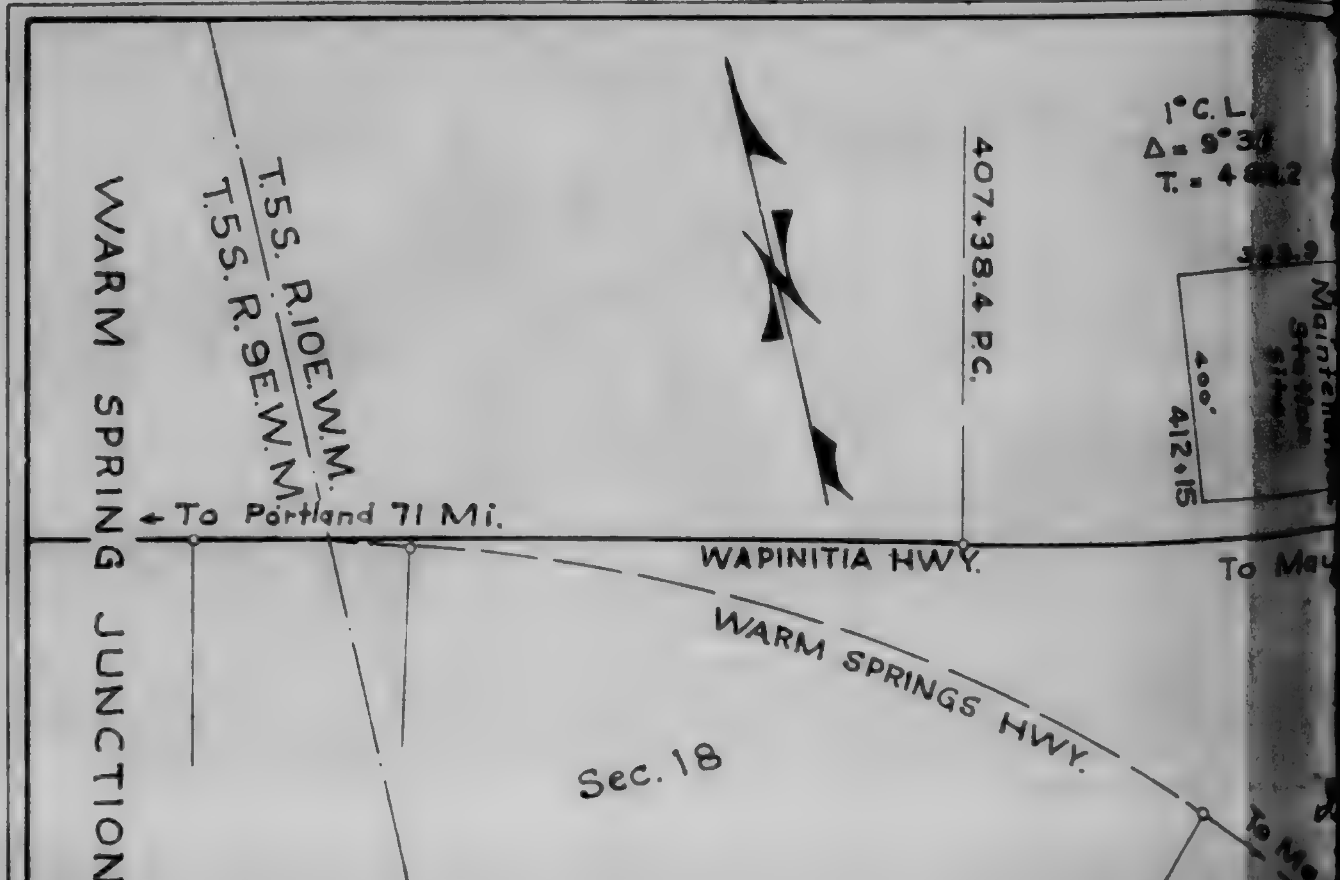
N. 6°58'E. 400'
DIESEL TANK TO BE MOVED.
Pump & Power House
1025 Gal. Diesel Tank
32'
58'
20'
Garage & Shop
Apartments
Apartm
Gas Pumps
412+15
℄ R/W Line
Set I.P.
66'
66'
To Mt. Hood
S.83°02'E.
412
413
Wapinita Highway
414
1°C.L.
415
T.5
T
407
1°C.L.
Δ = 9°3
T. = 483.2


N. 6°58'E. 400'
Diesel Tank To Be Moved
Pump & Power House
1025 Gal. Diesel Tank
36'
58'
20'
Garage & Shop
Apartments
Apartm
Gas Pumps
412+15
Set I.P.
℄ R/W Line
66'
66'
← To Mt. Hood
S.83°02'E.
Wapinita Highway
1° C.L.
412
413
414
415


Location Sketch
Scale: 1" = 400'
WARM SPRING JUNCTION
T.5S. R.10E.W.M.
T.5S. R.9E.W.M.
407+38.4 P.C.
1° C.L.
Δ = 9°3
T. = 4
Mainte station site
400'
412+15
← To Portland 71 Mi.
WAPINITIA HWY.
To Ma
WARM SPRINGS HWY.
To Mad
Sec. 18

OREGON STATE HIGHWAY DEPARTMENT

	WARM SPRINGS JCT.
For	MTNCE. SITE
Highway	WAPINITIA
County	WASCO
Scale 1" = 50'	Date Dec. 1950

See Also 1R-1-419

RECEIVED
FOR FILING

32-3408

3504

May 17, 1951

Mr. Robert C. Wilson
1020 North 25th St.
Corvallis, Oregon

Dear Sir:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on April 13, 1951 by the State Highway Commission, as follows:

Contract No. 3493, covering construction of Clatskanie Maintenance Building, Columbia County.

Contract No. 3504, covering construction of maintenance building at Warm Springs Junction in Wasco County.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
FOR FILING

33-3405

554

April 16, 1951

Robert C. Wilson
1020 North 35th
Corvallis, Oregon

Gentlemen:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3504 for construction of the Warm Springs Maintenance Building at the Junction of Warm Springs and Wapinitia Highways in Wasco County. This award was based on your low bid of $13,300 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

RECEIVED

FOR FILING

33-3405

3504

April 16, 1951

Robert C. Wilson
1020 North 35th
Corvallis, Oregon

Gentlemen:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3504 for construction of the Warm Springs Maintenance Building at the Junction of Warm Springs and Wapinitia Highways in Wasco County. This award was based on your low bid of $13,300 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert
G. S. Paxson

RECEIVED
APR 17 1951
FOR FILING

33-3408
3504

Salem, Oregon
April 16, 1951

Mr. I. A. De France
105

Herewith is a copy of a letter under date of April 12 from R. P. Bottcher, Acting Forest Supervisor, Mount Hood National Forest, which is in reply to our letter dated April 10, soliciting any suggestions the Forest Service might have as to the landscaping of our Warm Springs Maintenance Station.

W. W. Stiffler

WWS:er

cc to Mr. M. H. Astrup

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
MOUNT HOOD NATIONAL FOREST

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

C/O SWAN ISLAND POSTAL STATION
PORTLAND 18, OREGON

U
USES - Mt. Hood
Maintenance Station
Oregon State Highway Commission
6/11/47
(Jct. Warm Springs-Wapinitia Highways)

April 12, 1951

State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. W. Stiffler

Dear Mr. Stiffler:

Your letter of April 10 is received.

The Forest Service appreciates your desires and plans to provide a living screen between the buildings and the highway at your Warm Springs Maintenance Station.

I have nothing much concrete to suggest at this time for treatment of the area. Normally native trees and shrubs are preferred by the Forest Service over vegetation of exotic nature.

If we could review the plan prepared by your Landscape Engineer, we will be glad to offer suggestions such as we might have.

Very truly yours,

LLOYD R. OLSON, Forest Supervisor

R P Bottcher

By: R. P. Bottcher, Acting

NOTED
W W [illegible]

RECEIVED
FOR FILING

April 10, 1951

File: U
USFS - Mt. Hood
Maintenance Station
Oregon State Highway
Commission
6/11/47
(Jct. Warm Springs-
Wapinitia Highways)

Forest Supervisor
U. S. Department of Agriculture
Mt. Hood National Forest
Swan Island Postal Station
Portland 18, Oregon

705

Dear Sir:

Reference is made to your letter of April 2, 1951, concerning lack of screening at our Warm Springs Maintenance Station.

We have given our Landscape Engineer a plot map of the Station, and requested him to study the situation on his next trip over this Highway, and to give us a recommendation for planting that will provide the desired year-round screen, as quickly as possible.

He will consider the use of local material; however, he tells us nursery stock of that type is difficult to find. It appears that it is now too late to undertake Spring planting, and we will attempt to develop a satisfactory plan for Fall planting.

Should you have any suggestions on the matter, we would be glad to hear from you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. W. Stiffler
Assistant State Highway Engineer

IAD:IH
cc: I. A. DuFrance

ASSIGNMENT

No. 905
By W

5, 1951

iption: Letter from the Forest Service dated April 2, 1951 approving building plans for the Warm Springs Junction maintenance site.

Acknowledged by _ _ _ _ _ Referred to _ Mr. De France _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

X Return with drafted reply to Mr. Olson. _ _ _ _ _ _ _ _ _ _ _

Assignment executed _ _ _ _ _ _ Report received April 10-1951 E.R.

Remarks:

FORM E-50 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1951

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith copy of a letter from the Forest Service in which they approved the building plans for the Warm Springs Junction maintenance site.

If you can do so, I would suggest that you answer their question as to the screening of the grounds by planting of trees and shrubs. I have no information on the subject myself.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP:gm
Attached

C O P Y

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE

Mount Hood National Forest

c/o Swan Island Postal Sta.
Portland 18, Oregon

Address reply to
Forest Supervisor
and refer to
U
USES - Mt. Hood
Maintenance Station
Oregon State Highway Commission
6/11/47
(Junction Warm Springs-Wapinitia
Highways)

April 2, 1951

Mr. G. S. Paxson
Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Paxson:

Your letter of March 21 with plans for a maintenance building to be erected on national forest land occupied under the above-designated special use permit to the State Highway Commission is received.

The plans for the building are approved by the Forest Service insofar as we are interested with the outside architectural treatment and location on the permitted area.

While this building will not blend very well with those now existing on the area, it is assumed you have plans to eventually replace them with buildings of the same standard, or otherwise treat them in a manner to lend more harmony to the setting.

I have been somewhat concerned by the lack of screening at this site. One site plan indicates that you contemplate some planting of trees and shrubs to subdue the cleared appearance given to the highway traveler. The Forest Service will be pleased to learn of your plans for this work.

One set of the approved building plans is attached.

Very truly yours,

(sgd) Lloyd R. Olson

LLOYD R. OLSON
Forest Supervisor

Attachment

RECEIVED
1950
FOR FILING

3564

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
PORTLAND
CHAS. H. REYNOLDS, MEMBER
M. K. McIVER, MEMBER

OREGON
STATE HIGHWAY COMMISSION

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P. O. BOX 4644, PORTLAND 2, OREGON

Referenced To:

R. H. BALDOCK, CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

PHONE EM 2125

IN REPLY PLEASE
REFER TO FILE NO.

September 11, 1950

Mr. Lloyd Olson
Supervisor, Mt. Hood National Forest
Swan Island Station
Portland, Oregon

Dear Sir:

Application is made for a Special Use Permit for taking approximately four gallons of water per minute from a spring located 2045 feet north and 567.4 feet west of the southeast corner of Section 13, Twp. 5 S., R. 9 E.,W.M., and for a pipe line to carry water from this spring through a ram and from there to our Warm Springs Junction maintenance headquarters located just east of Warm Springs Junction on the Wapinitia Highway. This pipe line would traverse a portion of Section 13, Twp. 5 S., R. 9 E.,W.M., and a portion of Section 18, Twp. 5 S., R. 10 E.,W.M. The length of the pipe line is 2725 feet. The size will vary from 2" to 3/4". I am enclosing herewith six prints of a sketch map showing the location of this proposed pipe line.

Application was made under date of August 31, 1950 to the State Engineer for a water right to appropriate this water. Copy of this application is attached. Search of the records has been made, and we do not find any prior right for this water. The Special Use Permit requested would, of course, be subject to approval of our request by the State Engineer.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams ✓
E. A. Collier
W. M. Strohmeyer

CEIVED
5 1950
FOR FILING

Cross Referenced To:

Cross Referenced To:

August 31, 1950

Juniper Flat District
Improvement Company
Maupin
Oregon

Attention: E. A. Endersby, Secretary

Gentlemen:

The State Highway Department has developed a highway maintenance station at the junction of the Warm Springs and the Wapinitia Highways. In connection with this development, we have drilled two deep wells neither of which has furnished an adequate water supply.

A spring has been located 2700 feet northwest of our station on Forest Service property and we propose to install a ram to deliver four gallons per minute to a reservoir located on our maintenance station site. The State Engineer advises that no filing has been made on the water from this spring; however, the spring apparently has a uniform flow of approximately 100 gallons per minute throughout the year and runs into your irrigation ditch so that you, no doubt, will wish to be informed about our operations and what they will involve.

The ram which we propose to install will operate on approximately 30 gallons per minute and deliver four gallons per minute to our reservoir on the maintenance station site. The waste water from the ram will flow into your irrigation ditch so that our operation will mean no more than the diversion of four gallons per minute maximum.

We are confident you will have no objection to our use of this amount of water, however, and unless we hear from you to the contrary, will assume that this is the case.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

IAD/bm
cc I. A. DeFrance

VED
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1950

SUBJECT: Warm Springs Junction - Water System

To: Mr. W. C. Williams
Assistant State Highway Engineer

Dear Sir:

Herewith application for water right and a map and Description of Spring form to accompany the application when filed with the State Engineer.

At Warm Springs Junction we have drilled two deep wells, neither of which provide adequate supply of water. We have located a spring some 2700 feet northwest of our maintenance station on Forest Service property. The spring has a uniform flow of approximately 100 gallons per minute and it is proposed to install a 2-inch ram approximately 47 feet below the spring to deliver four gallons per minute to a reservoir on our maintenance site. The records show that there is no filing on the waters of this spring although the water flows into the irrigation ditch of the Juniper Flat District Improvement Company of Maupin.

We propose to file our application for a water right to four gallons per minute from this spring and install a ram, pipe line and reservoir at the maintenance station at an approximate cost of $2,000. This improvement was included in the authorization approved by the Highway Commission at their last meeting. At the same time as our application is filed with the State Engineer for the water right, we plan to apply to the U. S. Forest Service for a Use Permit and, if prompt action can be obtained in each case, we hope to make the installation this fall.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encls.
cc A. G. Skelton

Application No. ______________

DESCRIPTION OF SPRING

1. Is spring on property of applicant? **No**

2. If not, give name and address of legal owner **U. S. Forest Service**

3. Have you secured consent of owner to appropriate water from this spring and for construction of pipe line or other works? **Application is being made to U. S. Forest Service for Use Permit.**

4. If you have not such consent, do you expect to secure right of way through condemnation? **No**

5. What is the maximum flow from spring? **100 gallons per minute**
(Gallons per minute or cubic feet per second)

Minimum flow? **100 gallons per minute**

Is flow measured or estimated? **Measured**

6. Does the stream flowing from spring form a well defined natural channel? **Scattered flow for 300 feet.**

7. Does the water flow off the lands on which it first arises? **Yes**

8. Give the name of stream or other body of water into which water from spring flows. **Clear Creek originally, now flows into irrigation ditch of Juniper Flat District Improvement Company.**

9. If the water from the spring sinks or evaporates before reaching other water, give distance water flows from spring before vanishing. ______________

10. Remarks ______________

____
Names and Addresses of Witnesses

____
Signature of Applicant.
W. C. Williams
Assistant State Highway Engineer

Jimmy
destroy [illegible]
[illegible]

Done
F.Q.

Permit No. ....

*APPLICATION FOR PERMIT

To Appropriate the Public Waters of the State of Oregon

I, Oregon State Highway Department
(Name of applicant)

of Salem
(Mailing address)

State of Oregon*, do hereby make application for a permit to appropriate the following described public waters of the State of Oregon, SUBJECT TO EXISTING RIGHTS:*

If the applicant is a corporation, give date and place of incorporation ....

1. The source of the proposed appropriation is spring at headwaters of small creek
(Name of stream)
, a tributary of Clear Creek which runs into White River.

2. The amount of water which the applicant intends to apply to beneficial use is 4 gal. per min. *cubic feet per second.*
(If water is to be used from more than one source, give quantity from each)

***3. The use to which the water is to be applied is* domestic supply for Warm Springs Maintenance Station.
(Irrigation, power, mining, manufacturing, domestic supplies, etc.)

4. The point of diversion is located 2045.0 *ft.* N. (N. or S.) *and* 567.4 *ft.* W (E. or W.) *from the* S.E. *corner of* Section 13, T. 5 S., R. 9 E.W.M.
(Section or subdivision)

(If preferable, give distance and bearing to section corner)

(If there is more than one point of diversion, each must be described. Use separate sheet if necessary)

being within the SE ¼ (Give smallest legal subdivision) *of Sec.* 13*, Tp.* 5 S (N. or S.)*,*
R. 9 E. (E. or W.)*, W. M., in the county of* Clackamas

5. The pipe line (Main ditch, canal or pipe line) *to be* 2725 feet (Miles or feet)
in length, terminating in the S ½ (Smallest legal subdivision) *of Sec.* 5*, Tp.* 5 S (N. or S.)*,*
R. 10 E. (E. or W.) *W. M., the proposed location being shown throughout on the accompanying map.*

DESCRIPTION OF WORKS

Diversion Works—

6. (a) Height of dam .... *feet, length on top* .... *feet, length at bottom* .... *feet; material to be used and character of construction* ....
(Loose rock, concrete, masonry, rock and brush, timber crib, etc., wasteway over or around dam)

(b) Description of headgate 100 gallon galvanized tank at spring
(Timber, concrete, etc., number and size of openings)

(c) If water is to be pumped give general description 2" ram
(Size and type of pump)

(Size and type of engine or motor to be used, total head water is to be lifted, etc.)

I, Oregon State Highway Department
(Name of applicant)

of Salem
(Mailing address)

State of Oregon*, do hereby make application for a permit to appropriate the following described public waters of the State of Oregon, SUBJECT TO EXISTING RIGHTS:*

If the applicant is a corporation, give date and place of incorporation

1. The source of the proposed appropriation is spring at headwaters of small creek (Name of stream)*, a tributary of* Clear Creek which runs into White River.

2. The amount of water which the applicant intends to apply to beneficial use is 4 gal. per min. *cubic feet per second.*
(If water is to be used from more than one source, give quantity from each)

***3. The use to which the water is to be applied is* domestic supply for Warm Springs Maintenance Station.
(Irrigation, power, mining, manufacturing, domestic supplies, etc.)

4. The point of diversion is located 2045.0 *ft.* N. (N. or S.) *and* 567.4 *ft.* W (E. or W.) *from the* S.E. *corner of* Section 13, T. 5 S., R. 9 E.W.M.
(Section or subdivision)

(If preferable, give distance and bearing to section corner)

(If there is more than one point of diversion, each must be described. Use separate sheet if necessary)

being within the SE ¼ (Give smallest legal subdivision) *of Sec.* 13*, Tp.* 5 S (N. or S.)*,*

R. 9 E. (E. or W.)*, W. M., in the county of* Clackamas

5. The pipe line (Main ditch, canal or pipe line) *to be* 2725 feet (Miles or feet)

in length, terminating in the S ½ (Smallest legal subdivision) *of Sec.* 5*, Tp.* 5 S (N. or S.)*,*

R. 10 E. (E. or W.) *W. M., the proposed location being shown throughout on the accompanying map.*

DESCRIPTION OF WORKS

Diversion Works—

6. (a) Height of dam .... *feet, length on top* .... *feet, length at bottom* .... *feet; material to be used and character of construction*
(Loose rock, concrete, masonry, rock and brush, timber crib, etc., wasteway over or around dam)

(b) Description of headgate 100 gallon galvanised tank at spring
(Timber, concrete, etc., number and size of openings)

(c) If water is to be pumped give general description 2" ram
(Size and type of pump)

(Size and type of engine or motor to be used, total head water is to be lifted, etc.)

---

*A different form of application is provided where storage works are contemplated.

**Application for permits to appropriate water for the generation of electricity, with the exception of municipalities, must be made to the Hydroelectric Commission. Either of the above forms may be secured, without cost, together with instructions by addressing the State Engineer, Salem, Oregon.

Canal System or Pipe Line—

7. *(a) Give dimensions at each point of canal where materially changed in size, stating miles from headgate. At headgate: width on top (at water line)* .... *feet; width on bottom* .... *feet; depth of water* .... *feet; grade* .... *feet fall per one thousand feet.*

(b) At .... *miles from headgate: width on top (at water line)* .... *feet; width on bottom* .... *feet; depth of water* .... *feet; grade* .... *feet fall per one thousand feet.*

(c) Length of pipe, ...2725...... *ft.; size at intake,* ......two...... *in.; size at* ......300...... *ft. from intake* ...(one) one... *in.; size at place of use* ......3/4...... *in.; difference in elevation between intake and place of use,* ......163.4...... *ft. Is grade uniform?* ...Drop to one 47.6 *Estimated capacity,* ..4 gal. per min. *sec. ft.*

8. *Location of area to be irrigated, or place of use* ....

PLEASE BE SURE THAT THE LEGAL DESCRIPTION OF THE PROPERTY FIGURING IN YOUR PROPOSED APPROPRIATION IS INSERTED UNDER ITEM 8 IN ADDITION TO THE 40 ACRE TRACT DESCRIPTION.

THIS DESCRIPTION MAY BE COPIED FROM YOUR DEED, ABSTRACT OR CONTRACT OR FROM THE COUNTY RECORDS.

Township	Range	Section	Forty-acre Tract	Number Acres To Be Irrigated

(If more space required, attach separate sheet)

(a) Character of soil ....

(b) Kind of crops raised ....

Power or Mining Purposes—

9. *(a) Total amount of power to be developed* .... *theoretical horsepower.*

(b) Quantity of water to be used for power .... *sec. ft.*

(c) Total fall to be utilized .... *feet.*
(Head)

(d) The nature of the works by means of which the power is to be developed ....
....

(e) Such works to be located in .... *of Sec.* ....,
(Legal subdivision)

Tp. ....*, R.* ....*, W. M.*
(No. N. or S.) (No. E. or W.)

(f) Is water to be returned to any stream? ....
(Yes or No)

(g) If so, name stream and locate point of return ....

....................................*, Sec.* .... *Tp.*

4 gal. per min. sec. ft.

8. *Location of area to be irrigated, or place of use* ....

PLEASE BE SURE THAT THE LEGAL DESCRIPTION OF THE PROPERTY FIGURING IN YOUR PROPOSED APPROPRIATION IS INSERTED UNDER ITEM 8 IN ADDITION TO THE 40 ACRE TRACT DESCRIPTION.

THIS DESCRIPTION MAY BE COPIED FROM YOUR DEED, ABSTRACT OR CONTRACT OR FROM THE COUNTY RECORDS.

Township	Range	Section	Forty-acre Tract	Number Acres To Be Irrigated

(If more space required, attach separate sheet)

(a) Character of soil ....

(b) Kind of crops raised ....

Power or Mining Purposes—

9. *(a) Total amount of power to be developed* .... *theoretical horsepower.*

(b) Quantity of water to be used for power .... *sec. ft.*

(c) Total fall to be utilized .... (Head) *feet.*

(d) The nature of the works by means of which the power is to be developed ....

....

(e) Such works to be located in .... (Legal subdivision) *of Sec.* ....,

Tp. .... (No. N. or S.), R. .... (No. E. or W.), W. M.

(f) Is water to be returned to any stream? .... (Yes or No)

(g) If so, name stream and locate point of return ....

...................., *Sec.* ...., *Tp.* .... (No. N. or S.), *R.* .... (No. E. or W.), W. M.

(h) The use to which power is to be applied is ....

....

(i) The nature of the mines to be served ....

....

Municipal or Domestic Supply—

10. *(a) To supply the city of* ....

.... (Name of) *County, having a present population of* ....

and an estimated population of .... *in 19*........

[illegible] *for domestic use state* [illegible] *of families to be supplied* .... five ....

(A[illegible] 12, 13, and 14 in all cases)

[illegible] *of pro*[illegible]

[illegible].00

(h) The use to

(i) The nature of the mines to be served

Municipal or Domestic Supply—

10. (a) To supply the city of

(Name of) County, having a present population of

and an estimated population of in 19

(b) If for domestic use state number of families to be supplied five

(Answer questions 11, 12, 13, and 14 in all cases)

11. Estimated cost of proposed works, $ 2,000.00

12. Construction work will begin on or before September 15, 1950

13. Construction work will be completed on or before October31, 1950

14. The water will be completely applied to the proposed use on or before October 31, 1950

(Signature of applicant)

W. C. Williams
Assistant State Highway Engineer

Remarks:

STATE OF OREGON, }
of Marion, } ss.

(b) If for domestic use state number of families to be supplied five

(Answer questions 11, 12, 13, and 14 in all cases)

11. *Estimated cost of proposed works, $* 2,000.00

12. *Construction work will begin on or before* September 15, 1950

13. *Construction work will be completed on or before* October 31, 1950

14. *The water will be completely applied to the proposed use on or before* October 31, 1950

(Signature of applicant)

V. C. Williams
Assistant State Highway Engineer

Remarks:

STATE OF OREGON, }
County of Marion, } *ss.*

This is to certify that I have examined the foregoing application, together with the accompanying maps and data, and return the same for

In order to retain its priority, this application must be returned to the State Engineer, with corrections on or before ...., *19* ....

WITNESS my hand this .... *day of* ...., *19* ....

STATE ENGINEER

The right herein granted is limited to the amount of water which can be applied to [illegible] and shall not exceed .... cubic feet per second measured at the point of diversion from the stream, or its equivalent in case of rotation with other water users, from ....

The use to which this water is to be applied is ....

If for irrigation, this appropriation shall be limited to .... of one cubic foot per second ....

and shall be subject to such reasonable rotation system as may be ordered by the proper state officer.

The priority date of this permit is ....

Actual construction work shall begin on or before .... and shall thereafter be prosecuted with reasonable diligence and be completed on or before ....

Complete application of the water to the proposed use shall be made on or before ....

WITNESS my hand this .... day of ...., 19 ....

....

STATE ENGINEER

Permits for power development are subject to the payment of annual fees as provided in sections 1 and 2, chapter 76, Oregon Laws 1923.

Application No. ....

Permit No. ....

PERMIT

TO APPROPRIATE THE PUBLIC WATERS OF THE STATE OF OREGON

Division No. .... District No. ....

This instrument was first received in the office of the State Engineer at Salem, Oregon, on the .... day of ....,

19......, at .... o'clock .... M.

Returned to applicant:

....

Corrected application received:

....

Approved:

....

Recorded in book No. .... of

Permits on page ....

....

STATE ENGINEER

Drainage Basin No. .... Page ....

Fees Paid ....

PERMIT

STATE OF OREGON, }
County of Marion, } ss.

This is to certify that I have examined the foregoing application and do hereby grant the same, SUBJECT TO EXISTING RIGHTS and the following limitations and conditions:

The right herein granted is limited to the amount of water which can be applied to beneficial use and shall not exceed .... cubic feet per second measured at the point of diversion from the stream, or its equivalent in case of rotation with other water users, from ....

The use to which this water is to be applied is ....

If for irrigation, this appropriation shall be limited to .... of one cubic foot per second ....

and shall be subject to such reasonable rotation system as may be ordered by the proper state officer.

The priority date of this permit is ....

Actual construction work shall begin on or before .... and shall thereafter be prosecuted with reasonable diligence and be completed on or before ....

Complete application of the water to the proposed use shall be made on or before ....

WITNESS my hand this .... day of ...., 19 ......

....
STATE ENGINEER

Permits for power development are subject to the payment of annual fees as provided in sections 1 and 2, chapter 74, Oregon Laws 1923.

MIT
TE THE PUBLIC
THE STATE
REGON

District No. ....

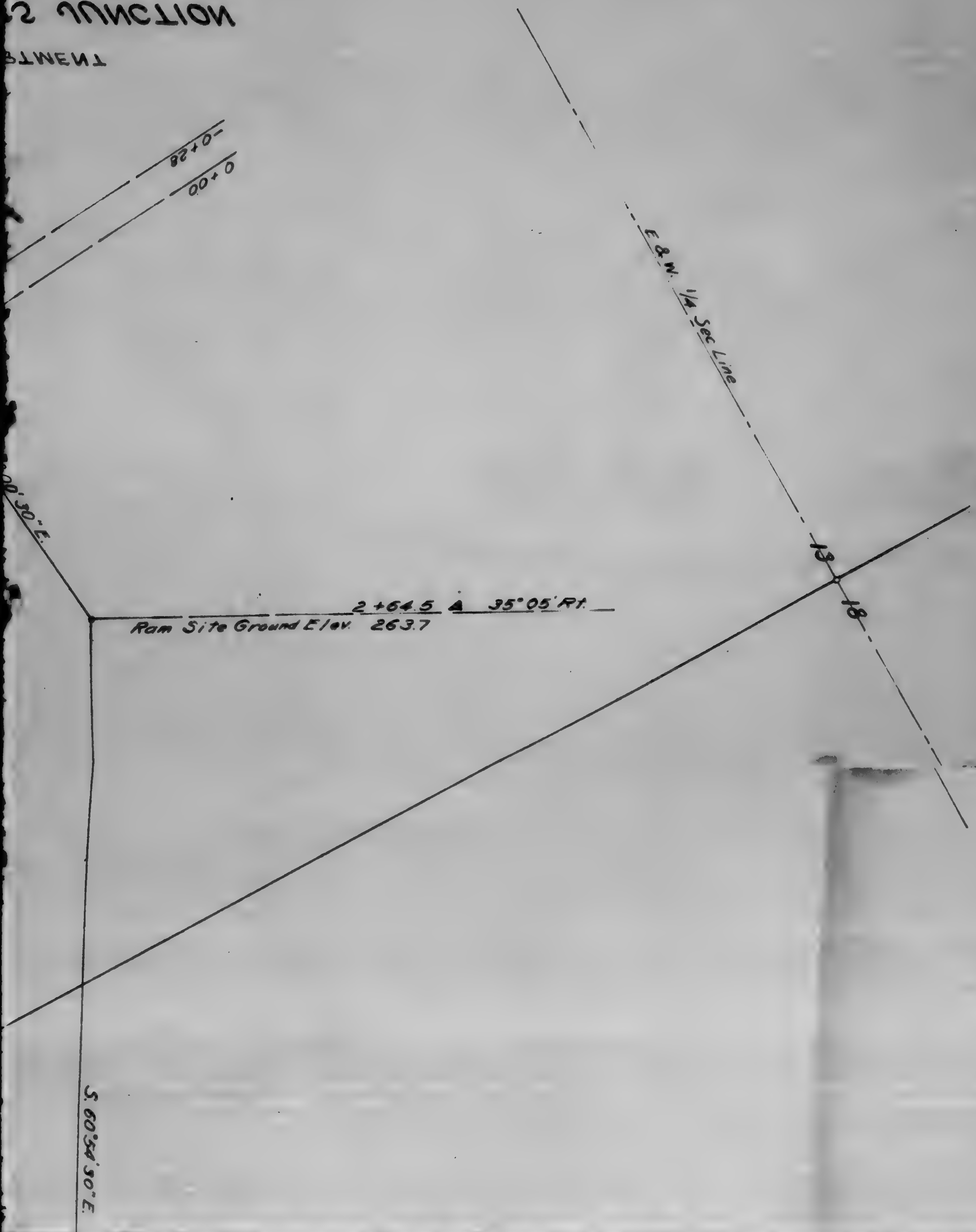
s first received in the
neer at Salem, Oregon,
ock .... M.

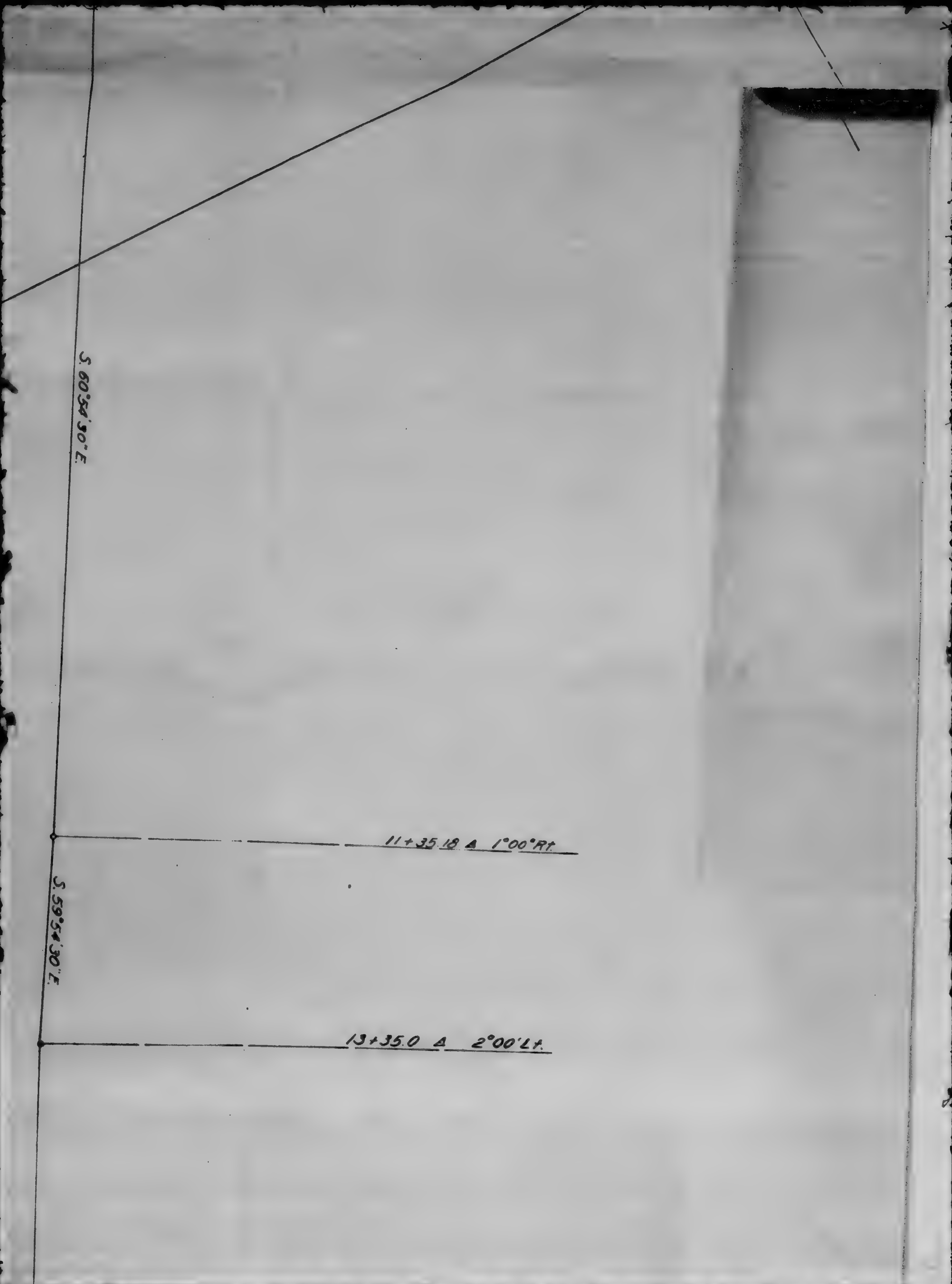
eceived:

o. .... of

STATE ENGINEER

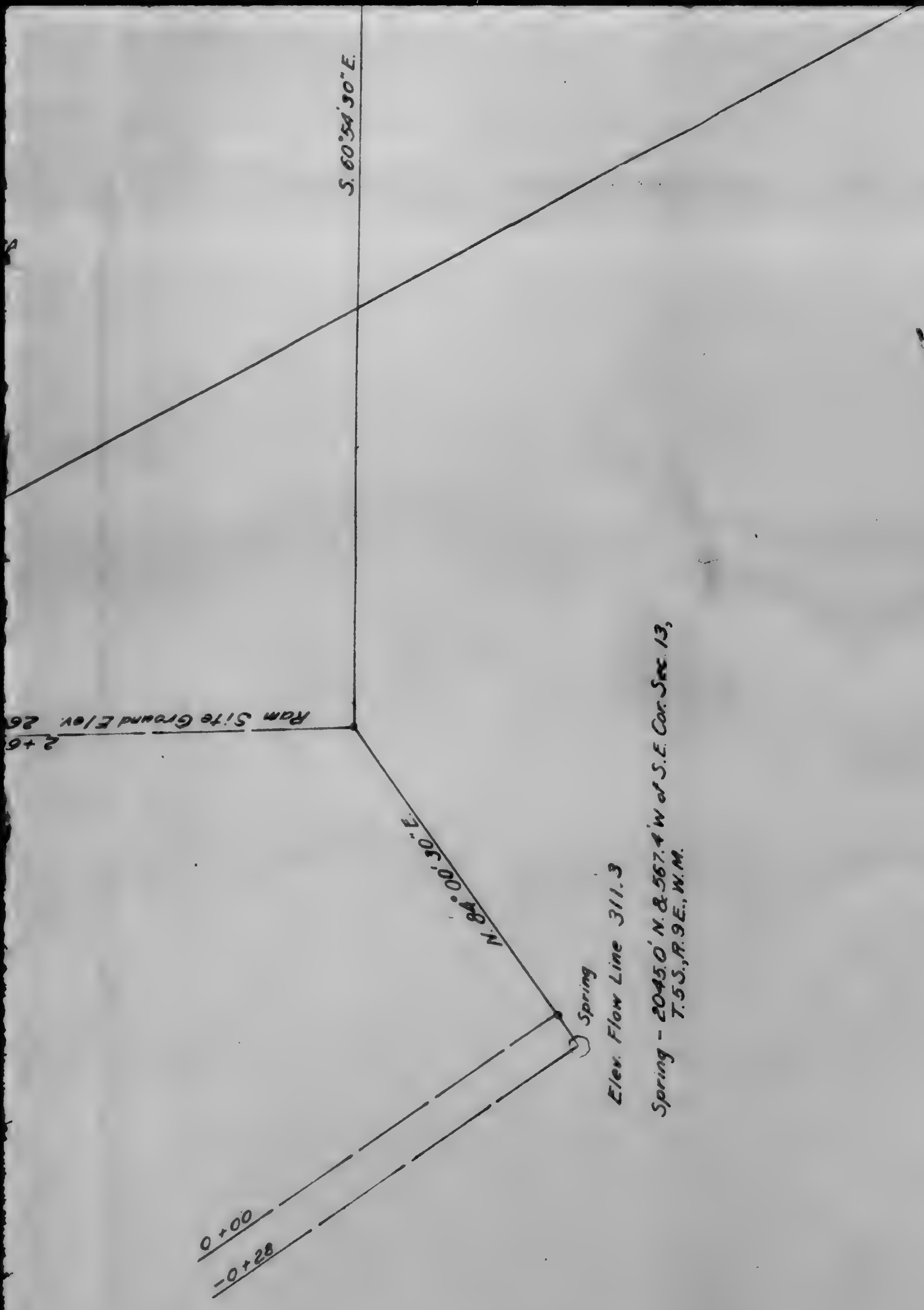
Page ....


E & W. 1/4 Sec Line
13
18
2+64.5 △ 35°05' Rt.
Ram Site Ground Elev. 263.7
00' 30" E.
S. 60°34' 30" E.


S. 60°54'30" E.
11+35.18 Δ 1°00' Rt.
S. 59°54'30" E.
13+35.0 Δ 2°00' Lt.

S. 59°54'30"E.
13+35.0 Δ 2°00' Lt.
S. 61°54'30"E.

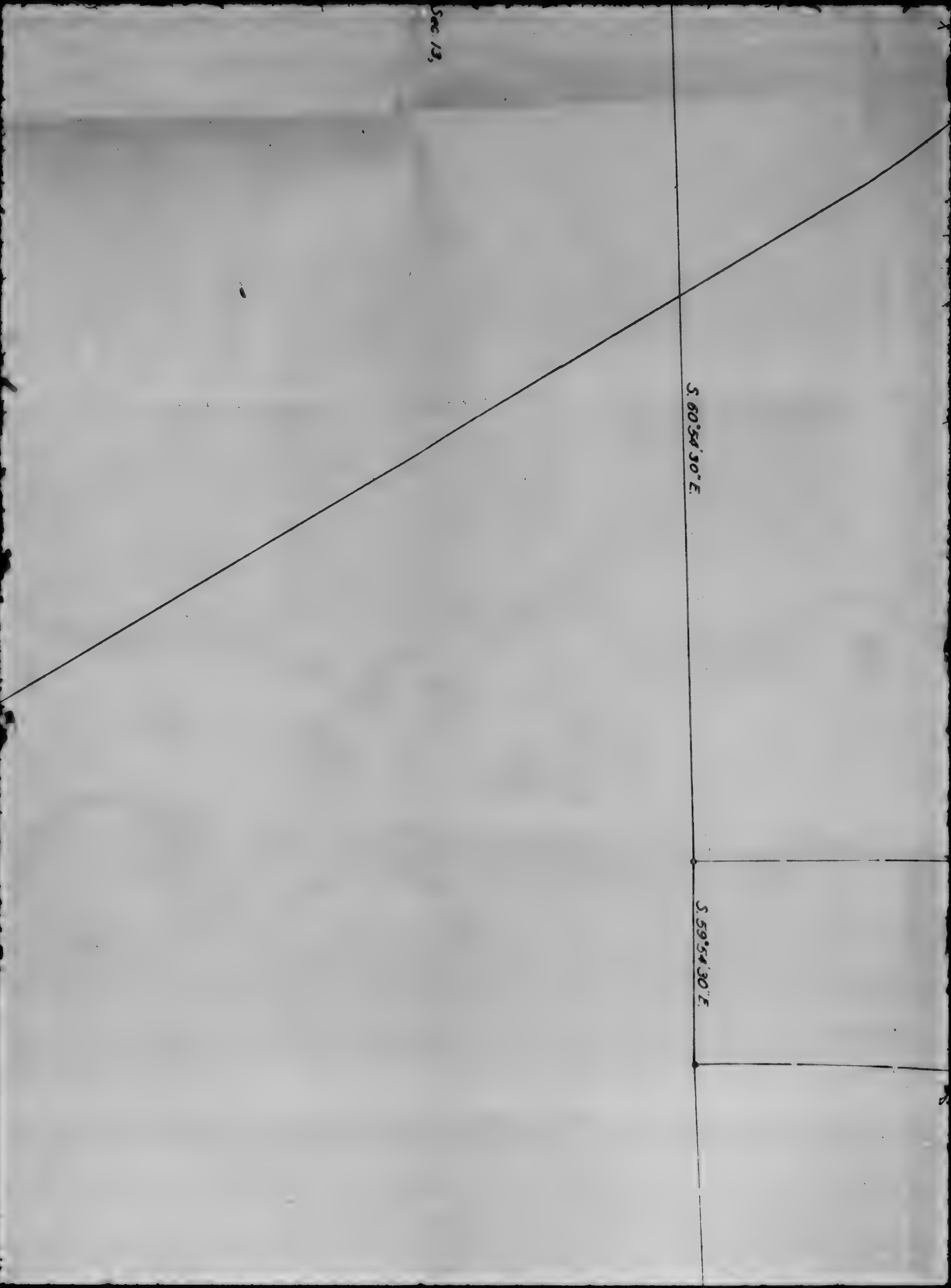
30'E.
23+50 Δ 23°05' Rt.
S. 38°49'30"
309.9
26+00 Δ 60°45' Rt.
474.7


S. 60°54'30" E.
Ram Site Ground Elev. 26
2+6
N. 84°00'30" E.
Spring
Elev. Flow Line 311.3
Spring - 2045.0' N. & 567.4' W of S.E. Cor. Sec. 13,
T. 5 S., R. 9 E., W.M.
0+00
-0+28

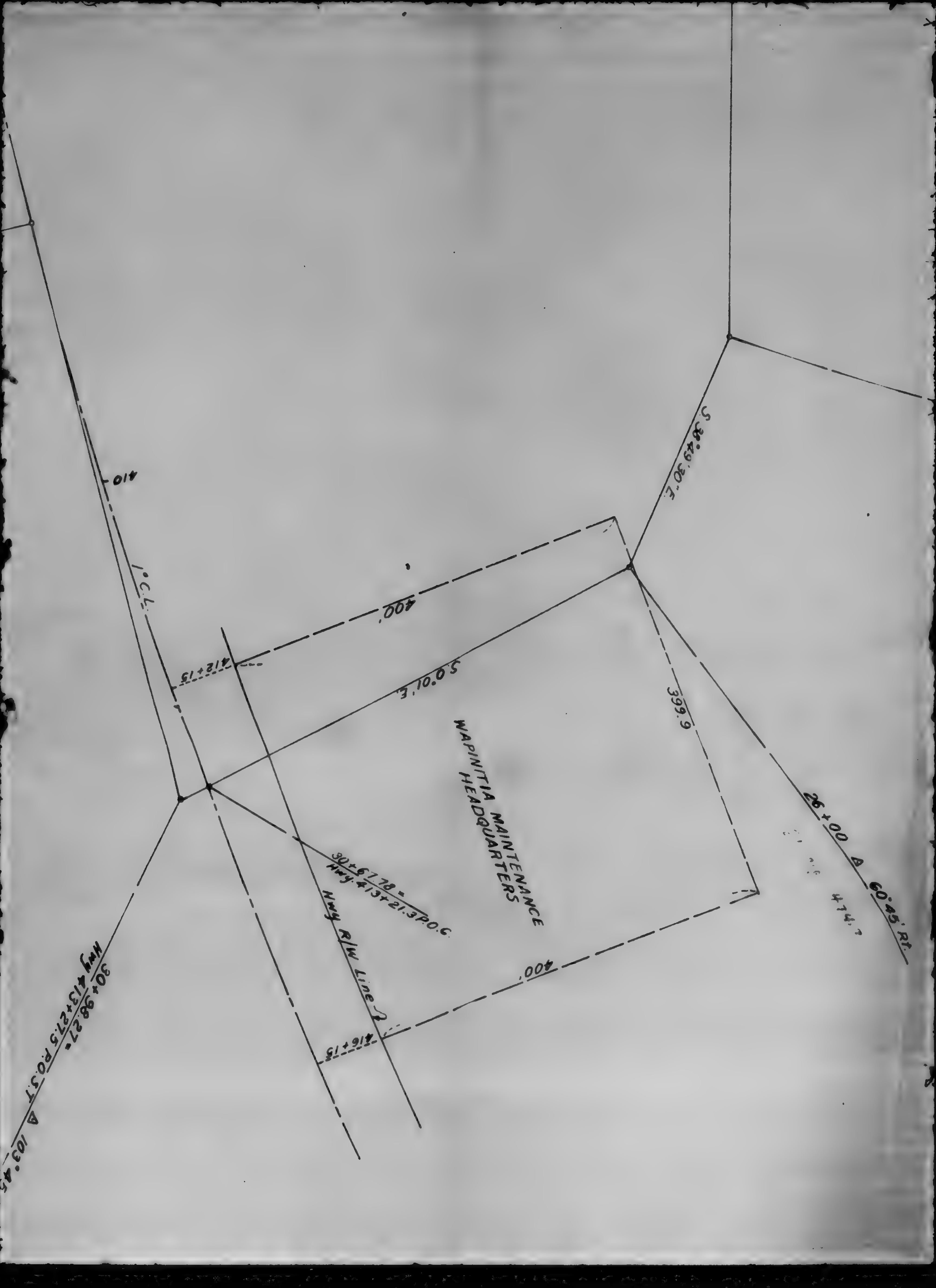
OREGON STATE HIGHWAY DEPARTMENT

WAPINITIA-WARM SPRINGS JUNCTION
WATER LINE ALIGNMENT MAP
WAPINITIA HIGHWAY MAINTENANCE HDQTRS.

June, 1950 H.C. Broadwell, Loc. Eng.


Sec. 13,
S. 60°54'30"E.
S. 59°54'30"E.

S. 59°54'30"E.
S. 61°54'30"E.



410
1°C.L.
412+15
400'
S.38°49'30"E
S.0°01'E
399.9
WAPINITIA MAINTENANCE HEADQUARTERS
30+67.78 = Hwy. 413+21.3 P.O.C.
Hwy R/W Line
416+15
400'
26+00 Δ 60°45' Rt.
474.?
Hwy 413+27.5 P.O.S.T. = 30+98.27 Δ 103°45'

OREGON STATE HIGHWAY DEPARTMENT

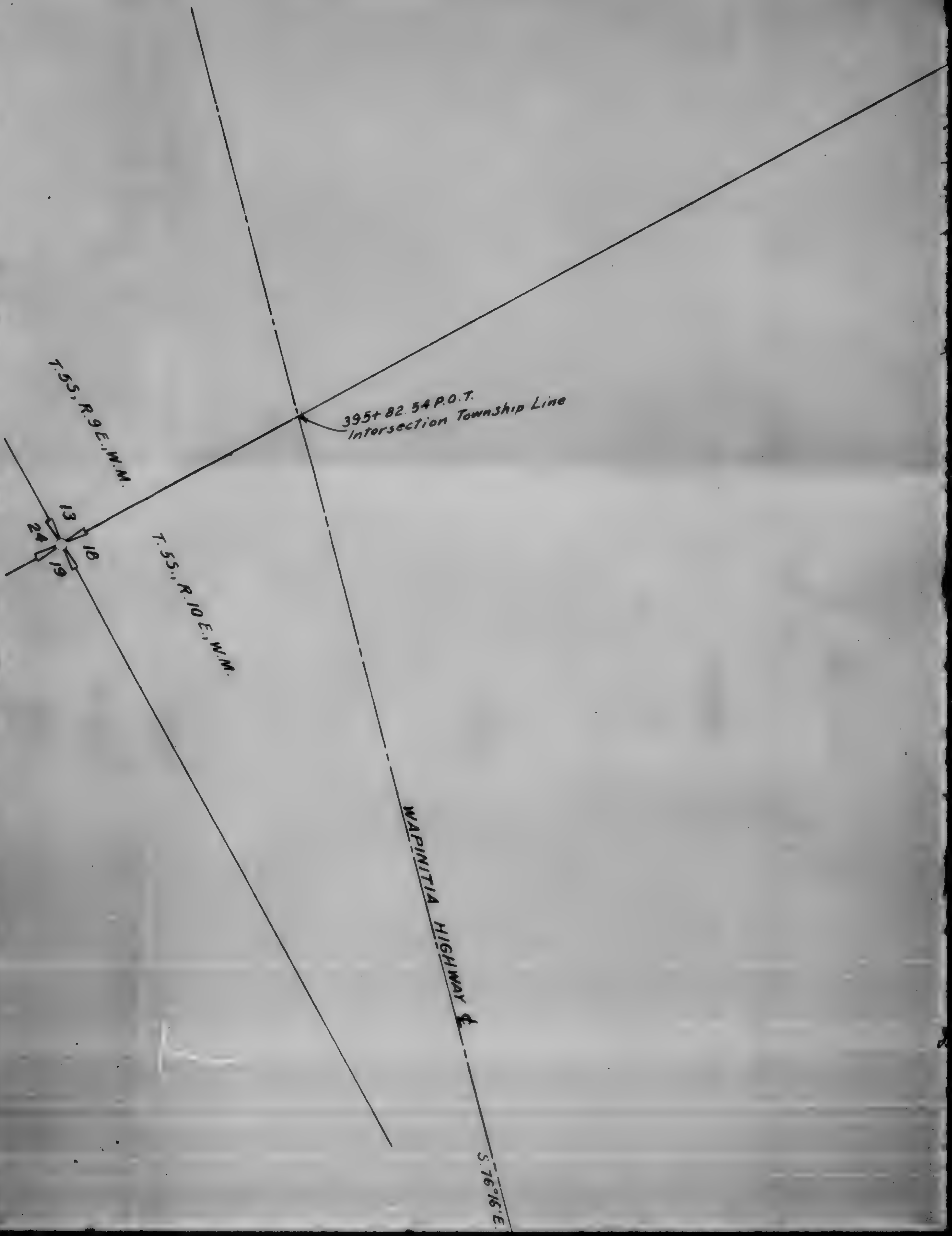
WAPINITIA-WARM SPRINGS JUNCTION

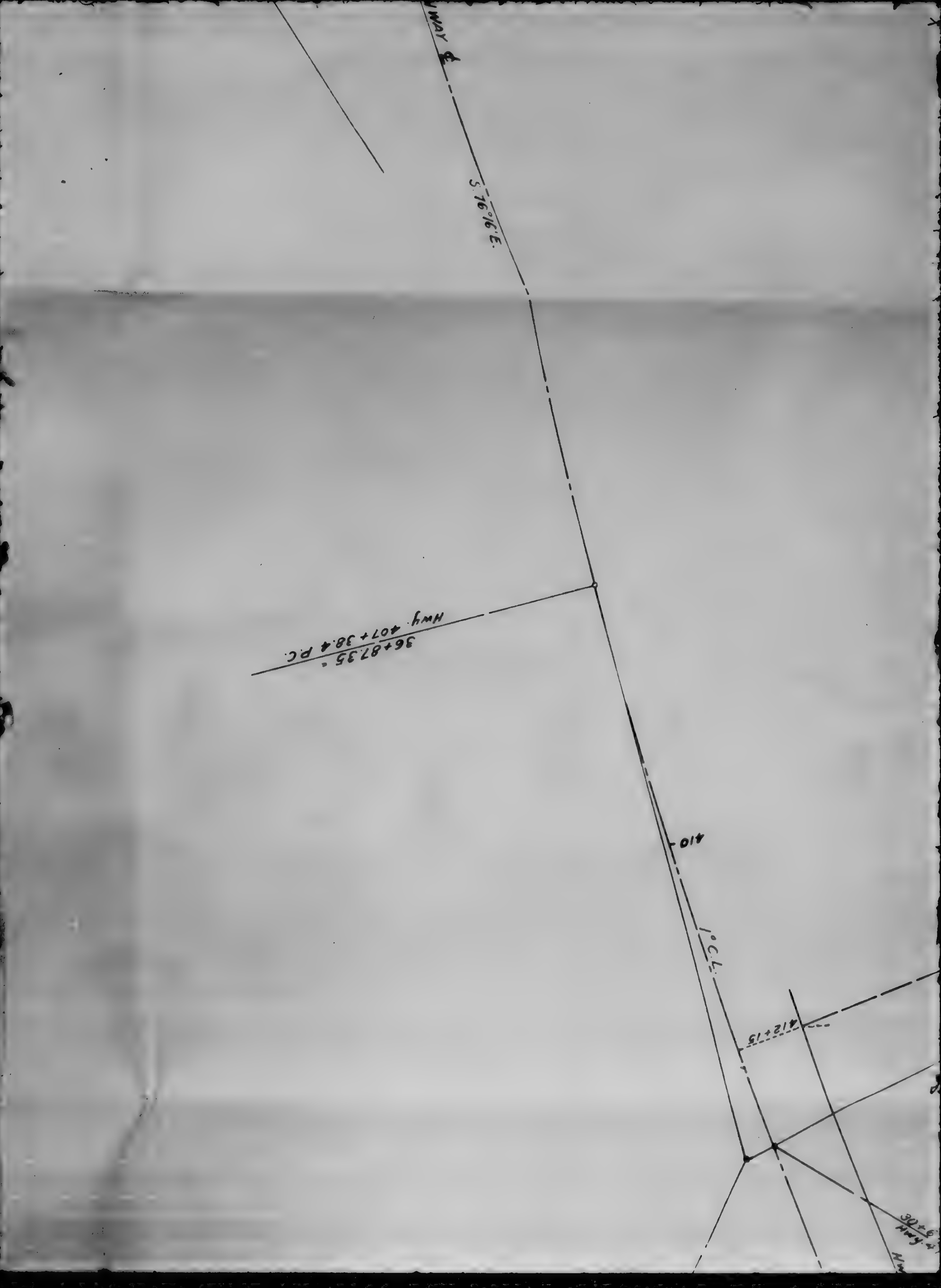
WATER LINE ALIGNMENT MAP

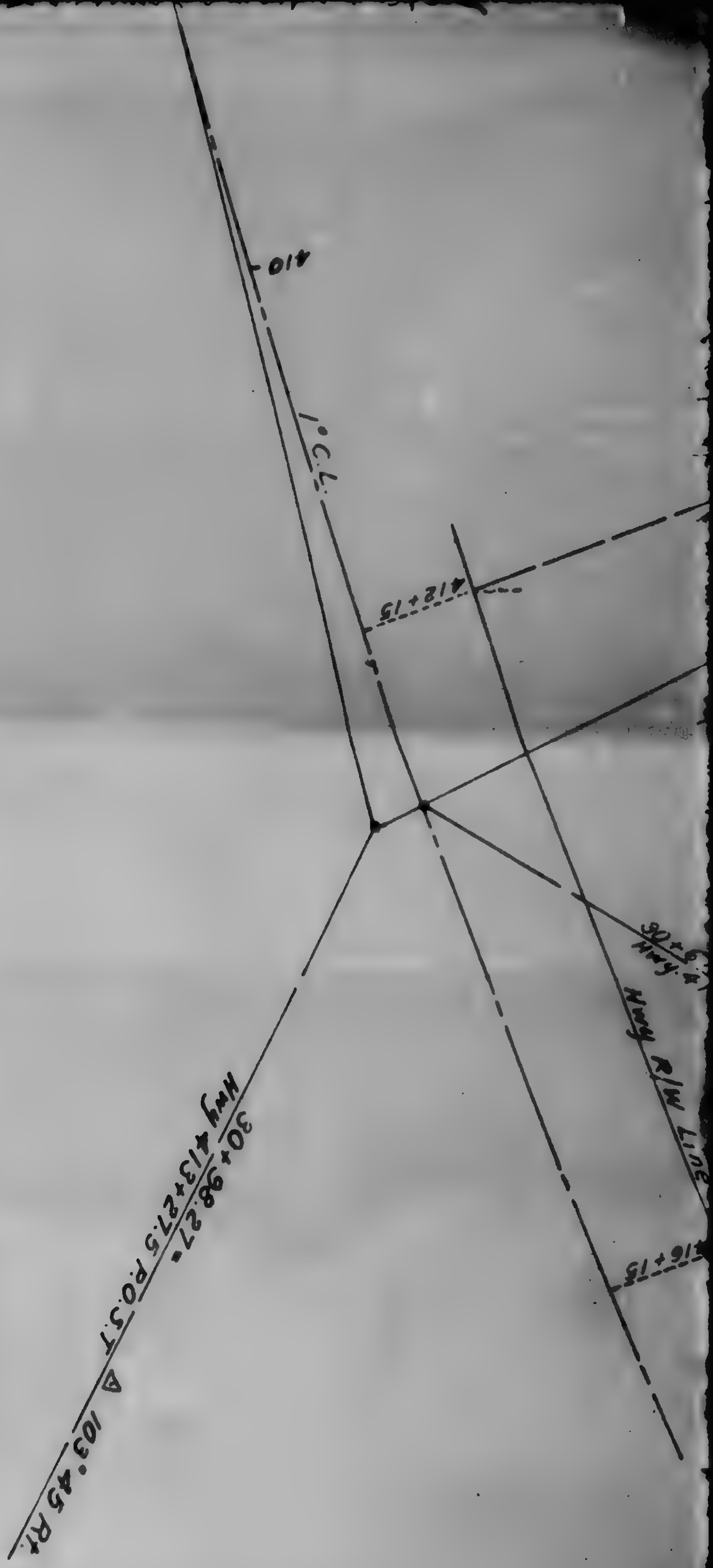
WAPINITIA HIGHWAY MAINTENANCE HDQTRS

SCALE: 1" = 100'

June, 1950.
H.C. Broadwell, Loc. Eng.


T.5S., R.9E.,W.M.
395+82.54 P.O.T.
Intersection Township Line
13
24
18
19
T.5S., R.10E.,W.M.
WAPINITIA HIGHWAY ℄
S.76°16'E.


HWY ℄
S. 76°16' E.
36+87.35 =
Hwy. 407+38.4 P.C.
410
1° C.L.
412+15
30+6
Hwy. 4
Hw


410
1° C.L.
412+15
30+6
Hwy.
Hwy R/W Line
416+15
30+98.27
Hwy 413+27.5 P.O.S.T
Δ 103°45' Rt.

S-8(4) Rays Ranch-West Union Sec., 1951
Hillsboro-Cornelius Pass Co. Rd.,
#3505 Northeast of Hillsboro

3505 K

December 8, 1952

FILE S 2(1)

FINAL COST ANALYSIS

Contract #3505 Prefix 234-1058

Rays Ranch-West Union

Grading and Paving Hillsboro-Cornelius Pass Co. Road

Porter Yett-Contractor

Lowell Johnston-Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$ 480.60	$ 600.00
Structural Excavation	287.75	Cu. Yds.	2.485	2.50	715.00	719.38
General "	6,462.3	" "	0.57	0.50	3,684.93	3,231.15
Short Overhaul	36,858	Yd. Sta.	0.01	0.02	368.58	737.16
Long Overhaul	2,949.5	C-Yd. Sta.	0.90	0.50	2,651.22	1,474.75
Grader Work	3.13	Mile	1,224.23	500.00	3,831.86	1,565.00
18" 12 ga. Corr. Metal Pipe	26	Lin. Ft.	5.22	4.50	135.74	117.00
12" Conc. Culv. P.	1,077	" "	1.37	1.50	1,479.28	1,615.50
18" " " "	570	" "	2.66	2.90	1,518.98	1,653.00
2½"-0" Mat'l. in Base	27,553	Cu. Yds.	2.55	2.30	70,335.13	63,371.90
3/4"-0" " " " & Shldrs.	8,889	" "	2.65	2.30	23,551.77	20,444.70
Sprinkling	682.8	M-Gal.	4.64	3.00	3,170.46	2,048.40
Prep. of Base	3.61	Mile	330.50	400.00	1,193.13	1,444.00
3/4"-0" in Binder Crse.	329	Cu. Yds.	4.35	3.50	1,432.19	1,151.50
RC-3 " " "	53.45	Tons	35.92	40.00	1,920.23	2,138.00
Class "B" Asph. Conc.	8,967.43	"	6.578	6.95	58,992.80	62,323.64
RS-1 in Seal Coat	34.71	"	30.61	45.00	1,062.62	1,561.95
Aggr. in " "	240	Cu. Yds.	3.78	5.00	1,078.40	1,200.00
F.A.#1, Furn. & Install Sight Posts	37	Each	9.44	11.00	349.34	407.00
					$177,584.10	$167,804.03

Total Cost	$177,584.10
Gross Revenue	167,804.03
Net Loss	$ 9,780.07

Net Loss Equals 5.72% of Gross Revenue

Rays Ranch - West Union
Contract #3505

Detail of Cost

Labor:

Supervision	$ 1,520.00	
Labor	40,445.63	
Labor Insurance	2,559.90	
		$ 44,525.53

Materials:

12" Conc. Culv. P.	1,077	Lin.Ft.	at $ 0.94	1,012.38	
18" " " "	570	" "	" 1.91	1,088.70	
18" 12 ga. Corr. Metal Pipe	26	" "	" 4.18	108.68	
18" Band	1	Each	" 4.65	4.65	
2½"-0" Cr. Rock at Heaton Quarry	27,553	Cu.Yds.	" 0.90	24,797.70	
3/4-0" Cr. Rock at Heaton Quarry	9,218	" "	" 1.00	9,218.00	
Paving Aggregates	6,153	" "	" 1.50	9,229.50	
Muck Sand	1,507	" "	" 2.55	3,842.85	
85-100 Asphalt	538	Tons	" 22.00	11,836.00	
RC-3 "	53.45	"	" 24.50	1,309.53	
RS-1 Emulsion	34.71	"	" 24.50	850.40	
¾-10 Cr. Rock	240	Cu.Yds.	" 2.45	588.00	
Sight Posts	37	Each	" 5.00	185.00	
					64,071.32

Equipment Rental & Misc. Expense:

Equipment Rental (Owned)	22,845.00	
" " (Hired)	1,341.88	
Hired Trucks	22,779.50	
Gas, Oil & Grease	8,804.40	
Plant Electric Power	434.90	
Plant Fuel Oil	3,074.40	
Move In, Freight & Cartage	1,725.53	
Misc. Supplies & Small Tools	498.27	
P.L. & P.D. Insurance	755.38	
Office Expense	425.20	
Bond	1,269.20	
Home Office & General Overhead	5,034.12	
		68,987.78

Total Cost $177,584.10

Rays Ranch - West Union
Contract #3505

Remarks:

This project is a "Federal Aid Secondary Project" for regrading 3.61 miles of highway road-bed, on Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass County Road, in Washington County, construct 3.61 miles of rock base and shoulder material, and construct 9,100 tons of asphaltic concrete pavement with bituminous binder course. The contract was bid and awarded April 13, 1951, work was started August 6, 1951, and completed November 5, 1951.

The general excavation was all common material but it was moved with a 3/4 cubic yard shovel and trucks at a small loss due to low production. Grader work was performed at a loss because the bid price was too low for the work specified under this item.

All crushed rock required for the project was produced at the contractor's commercial plant situated at the Heaton Quarry 13 miles from the project. Some of the base rock was stockpiled on the job and later reloaded and placed. While an average of 80 cubic yards per hour were placed the long haul on the base rock increased his cost above bid price.

Asphaltic concrete was produced at the contractor's plant at Beaverton and hauled an average of 9.1 miles to the job. Placing averaged only 59 tons per hour but plant setup cost was not charged to this job because the contractor's setup was used for commercial work. As the contractor had a good bid price on this item it shows a small profit.

Due to long haul on aggregate, the large amount of rented equipment, and slow progress, the contractor sustained a loss.

E. H. Clymer
Chief Cost Analyst

By . . . Harry R. Sturgis

RECEIVED
FOR FILING

May 23, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Rays Ranch-West Union Section, Project Number S-8 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

S. H. Probert
Office Engineer

JWN:plc

encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-8 (4)

RAYS RANCH-WEST UNION SECTION OF THE HILLSBORO-CORNELIUS PASS ROAD IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1951

Type Code 6201
Roadway (Sta. 138+30 to 333+00)

All Required		Clearing and Grubbing		$ 600.00
210	cu. yds.	Structural Excavation, Unclassified	$ 2.50	525.00
5,700	cu. yds.	General Excavation, Unclassified	0.50	2,850.00
32,000	yd. stas.	Short Overhaul	0.02	640.00
2,100	C-yd. stas.	Long Overhaul	0.50	1,050.00
3.14	miles	Grader Work	500.00	1,570.00
26	lin. ft.	18-inch 12 Gauge Metal Pipe	4.50	117.00
870	lin. ft.	12-inch Concrete Pipe	1.50	1,305.00
600	lin. ft.	18-inch Concrete Pipe	2.90	1,740.00
27,700	cu. yds.	2½" - 0 Material in Base	2.30	63,710.00
7,500	cu. yds.	3/4" - 0 Material in Base	2.30	17,250.00
880	M-gal.	Sprinkling	3.00	2,640.00
3.61	miles	Preparation of Base	400.00	1,444.00
430	cu. yds.	3/4" - 0 Materials in Binder Course	3.50	1,505.00
70	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	2,800.00
9,100	tons	Class "B" Asphaltic Concrete	6.95	63,245.00
40	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	1,800.00
240	cu. yds.	Aggregate in Seal Coat	5.00	1,200.00
			Subtotal	$165,991.00
			10% Engr. & Cont.	16,599.10
			Total	$182,590.10

Length of Roadway	3.608 miles
Length of Overcrossing Structure (Exception)	.047 mile
Total Length	3.655 miles
Cost per mile, Roadway	$50,607.01

Federal Secondary Funds- -	$113,000.00
State Funds- -	69,590.10
	$182,590.10

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

March 15, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement and one copy of program change for the Rays Ranch-West Union Section, Project No. S-8 (4).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:ew

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-8 (4)

RAYS RANCH-WEST UNION SECTION OF THE HILLSBORO-CORNELIUS PASS ROAD IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 15, 1951

Type Code 6201
Roadway (Sta. 138+30 to 333+00)

All Required		Clearing and Grubbing		$ 1,000.00
210	cu. yds.	Structural Excavation, Unclassified	$ 4.00	840.00
5,700	cu. yds.	General Excavation, Unclassified	0.75	4,275.00
32,000	yd. stas.	Short Overhaul	0.02	640.00
2,100	C-yd. stas.	Long Overhaul	0.50	1,050.00
3.14	miles	Grader Work	1,200.00	3,768.00
26	lin. ft.	18-inch 12 Gauge Metal Pipe	5.50	143.00
870	lin. ft.	12-inch Concrete Pipe	2.50	2,175.00
600	lin. ft.	18-inch Concrete Pipe	3.50	2,100.00
27,700	cu. yds.	2½" - 0 Material in Base	2.75	76,175.00
7,500	cu. yds.	3/4" - 0 Material in Base	3.00	22,500.00
880	M-gals.	Sprinkling	2.50	2,200.00
3.61	miles	Preparation of Base	200.00	722.00
430	cu. yds.	3/4" - 0 Material in Binder Course	4.50	1,935.00
70	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	2,660.00
9,100	tons	Class "B" Asphaltic Concrete	6.75	61,425.00
40	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	1,600.00
240	tons	Aggregate in Seal Coat	4.50	1,080.00
			Subtotal	$186,288.00
			10% Engr. & Cont.	18,628.80
			Total	$204,916.80

Length of Roadway	3.608 miles
Length of Overcrossing Structure (Except.)	.047 mile
Total Length	3.655 miles
Cost per mile, Roadway	$56,795.12

Federal Secondary Funds- -	$124,000.00
State Funds- -	80,916.80
	$204,916.80

HAYS RANCH-WEST UNION SECTION

PROJECT NO. S-8 (4)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

BY

S. H. Probert
Office Engineer

March 15, 1951

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Act. (District Engineer)

March 15, 1951
(Date)

FROM: R H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

Oregon
(State)

COUNTY Washington

Eight Supplemental

Route No. FAS-632

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	144	S-8 (4)	E. and FAS-8 (B) to So. end S-8 (3)	Survey-Plans					Gr., Dr., 2-lane high type pavement
				Right-of-Way					
				Construction	200,000	124,000	76,000		
				TOTAL	200,000	124,000	76,000	4.00	
REQUESTED REVISION	144	S-8 (4)	Same	Survey-Plans					Same
				Right-of-Way					
				Construction	204,917	124,000	80,917		
				TOTAL	204,917	124,000	80,917	3.61	

Program Balance of ____________ funds subsequent to approval of this and previously recommended changes is $____________

Program Revision Request

Reason for change: No change in termini. Program length was apparently incorrect.

Date March 15, 1951

By Asst. (State Highway Engineer)

Recommended for Approval: ____________ (District Engineer) ____________ (Date)

Recommended: ____________ (Division Engineer) ____________ (Date)

Approved: ____________ (Acting Commissioner) ____________ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61088-1

March 27, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. and E. documents for Oregon Project S-8(4), Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. You are authorized to advertise for bids with the understanding that evidence of county cooperation in the design will be submitted prior to the date of bid opening.

Approval for advertising is not to be construed as assurance that critical materials required for the construstion of this project can be secured.

Please submit the usual copies of county maintenance agreement and encorachment resolution prior to submission ofthe project agreement estimate.

Very truly yours,

C. G. POLK
Acting District Engineer

RECEIVED
MAR 28 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 13 1952
FOR FILING

(CONTRACT NO.) 3505

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 11, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3505	5-final	Porter W. Yett

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3895	R-35983	$ 4,897.22	3/11/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Sep. 30, 1951**

Time Extensions: **Extended to Nov. 14, 1951 without penalty**

Completion Date: **Nov. 5, 1951**

Date Accepted: **Dec. 20, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **3-12-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed MAR 12 1952

RECEIVED
FEB 26 1952
FOR FILING

[illegible]

[illegible]

February 27, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State highway contract No. 3505 for work performed on the Rays Ranch-West Union Section of ~~the~~ Hillsboro-Cornelius Pass County Road in Washington County was completed by the contractor, Porter W. Yett, on November 5, 1951 and was formally accepted by the Highway Commission on December 20, 1951.

Final payment in the amount of $4,897.22 will be released to the contractor on or after March 8, 1952. The total contract amount is $167,804.03, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD

[illegible]

RECEIVED
JAN 17 1952
FOR FILING

S-8 (4)

January 16, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Porter W. Yett on contract No. 3505, for grading and paving on the Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass County Road in Washington County. This payment, in the amount of $8,378.02, will be made on or after January 26, 1952. The retained percentage is $5,038.36.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—4-51
S-8(4)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 22, 1951

Section Rays Ranch - West Union

Kind of work Grading & Paving

Highway Hillsboro-Cornelius Pass County Road

Section prefix 234-1058

Contractor Porter W. Yett

Contract number 3505

Date of contract April 13, 1951

Date of completion September 30, 1951

Date work started July 11, 1951

Estimated date of completion October 31, 1951

Amount of contract $ 165,991.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 168,170.17

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 9,700.00, 73 %

Date project was completed Movember 5, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate will be submitted today, December 21, 1951.

All final data will be submitted at the same time.

NOTED
H. G. SMITH

RECEIVED
DEC 24 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Lowell A. Johnston

Address Box 4699, Portland 8, Oregon

NOTED
K. D. LYTLE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.61	3.61			3.61
Miles partially completed					
Miles completed	3.61	3.61			3.61
Total estimated quantities	6,000	37,000			8,967
Estimated quantities moved or placed to date	6,000	37,000			8,967
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Rain		
Wednesday	Showers		
Thursday	Showers		
Friday	Rain		
Saturday	Rain		

STATE PRINTING DEPT. 46418

RECEIVED
NOV 1951
FOR FILING

8 8(4)

3505

November 27, 1951

Mr. Foster W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 8, 1951, had under discussion your request for an extension of time of 45 days, from September 30 to November 14, 1951, within which to complete your contract No. 3505 for grading and paving on the Hays Ranch-West Union Section of the Hillsboro-Cornelius Pass County Road in Washington County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

N. G. Smith,
Construction Engineer

NOTED ON CARD

11-27-51

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NOV 27 1951
FOR FILING

35[illegible]

November 20, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 5, 1951 on Contract No. 3505, Hays Ranch-West Union Section, in connection with Federal Aid Project No. S-8 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]ew

cc: John Cattrall

RECEIVED
NOV 1951
FOR FILING

November 6, 1951

Request for extension of time
No. 18
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Porter W. Yett for an extension of time on Contract No. 3505, Hays Ranch-West Union Section of the Hillsboro-Cornelius Pass County Road, from September 30, 1951 to November 14, 1951.

Considerable unstable material was encountered in the excavation, which necessitated additional handling of the materials over and above that normally required. The contractor also had some difficulty in obtaining repair parts for his equipment.

There has been little inconvenience to the traveling public, and because of the manner in which the contractor handled the project there will not be an overrun of the engineering costs.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

EAP:sh me

Encl.

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
FOR FILING

S 8 (4)

3505

October 29, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an Extension of Time on Contract No. 3505, Rays Ranch - West Union Section of the Hillsboro-Cornelius Pass County Road, Ore. S-8 (4), from September 30th, 1951 to November 14th, 1951, to Porter W. Yett, Contractor.

Considerable unstable material was encountered in the excavation, which necessitated additional handling of the materials over and above which would normally be required. The contractor also had difficulty in obtaining repair parts for his equipment which caused some delay.

There has been little inconvenience to the traveling public and, because of the manner in which the contractor handled the project, there will not be an overrun of the engineering cost.

I would therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith

EAP:sh

RECEIVED
OCT [illegible] 1951
FOR FILING

1-3(4)

[illegible]

Salem, Oregon
October 19, 1951

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with requirements of the Public Roads Administration it will be necessary to install reflectorised cross-buck signs and reflectorized advance warning signs at the grade crossing on the Hillsboro-Cornelius Pass County Road, approximately 5½ miles northeast of the city of Hillsboro.

The crossing referred to is at Station 303+85 of the Rays Ranch-West Union project, Contract No. 3505.

The installation should be made prior to the completion of the contract, which is estimated to be October 31, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:tp

c.c.: A. G. Skelton

RECEIVED
JUL 1[illegible] 1951
FOR FILING

S-8 (4)

3505

July 17, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 11, 1951 on Contract No. 3505, Mays Ranch-West Union Section, in connection with Federal Aid Project No. S-8 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

DBP:plc

RECEIVED
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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

S-8 (4)

2545

July 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-8(4)
Rays Ranch-West Union Section

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jron

1946)

State Oregon
Project No. S-8(4)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 10th day of July, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1951, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of March, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thirteen thousand and 00/100 dollars ($113,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 138+30 in the NE 1/4, Section 33, T-1-N, R-2-W, W.M., and survey station 333+00 in the SE 1/4, Section 14, T-1-N, R-2-W, W.M., except stations 284+88.6 to 287+38.6, length 3.608 miles, in Washington County, being Oregon Federal Aid/Secondary project No. S-8(4), consisting of 3.608 miles of roadway and no bridges [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred thirteen thousand and 00/100 dollars ($113,000.00), which does not exceed the authorized Federal pro rata share of one hundred eighty-two thousand five hundred ninety and 10/100 dollars ($182,590.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—43370-1

RECEIVED
MAY 2 1951
FOR FILING

3-8 (c)

3505

May 2, 1951

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3505, which was awarded to you on April 13, 1951 by the State Highway Commission, for grading and paving on the Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass County Road in Washington County.

We are also sending a fully executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
FOR FILING

S-814

3505

April 16, 1951

Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Sir:

The State Highway Commission on April 13, 1951, awarded you Contract No. 3505 for grading and paving the Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass County Road northeast of Hillsboro in Washington County. This award was based on your low bid of $165,991 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

cc S. H. Probert

RECEIVED

FOR FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

S-W[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 13, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-8(4), Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass Highway, to Porter W. Yett, of Portland, who submitted the low bid.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
APR 17 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
5-8(d)
3305

Salem, Oregon
April 10, 1951

Mr. J. M. Devers

2593

I hand you herewith four copies of an application for permit for a pipe line across the railroad in connection with the Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass County Road.

Four copies of the application have been executed by the County Court of Washington County, and in your letter of March 27 you asked that I return them to you after such execution, so that you might present them to the Railroad Company.

W. C. Williams

WCW:me

Encl.

FORM E-30 25M 8-50 42298

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1951

SUBJECT: Assignment No. 2593

To: Mr. W. C. Williams
OFFICE

I am returning herewith four copies of application for lease or permit in connection with the Rays Ranch-West Union section of the Hillsboro-Cornelius Pass Road. All four copies of this permit have been signed by the County Court.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

NOTED
W. C. WILLIAMS

ASSIGNMENT

No. 2593

March 30, 1951

By

Description: Mr. Devers' letter of March 27 and 4 copies of formal applicationxx for lease or permit in connection with Hays Ranch-West Union Section of Hillsboro-Cornelius Pass Road

Acknowledged by _____ Referred to __Cattrall ✓______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

____

Assignment executed 4-9-51 Report received ________

Remarks: For county execution.

WCW

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

SUBJECT:

To: Mr. W. C. Williams
Asst. State Highway Engineer

Dear Mr. Williams:

Attached you will find four copies of a formal application for lease or permit in connection with the Ray's Ranch-West Union Section of the Hillsboro-Cornelius Pass Road.

Will you please have these copies submitted to the county and then return them to me and I will present them to the railroad company?

Very truly yours,

J M Devers

J. M. DEVERS
Chief Counsel

JMD:amc
Attach.

RECEIVED
MAR 29 1951
DISTRICT
FOR FILING
MONTANA
OREGON
IDAHO
[illegible]

S-8(4)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 27, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

P.S. and E. documents for Oregon Project S-8(4), Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. You are authorized to advertise for bids with the understanding that evidence of county cooperation in the design will be submitted prior to the date of bid opening.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Please submit the usual copies of county maintenance agreement and encorachment resolution prior to submission of the project agreement estimate.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

Noted

RECEIVED
MAR 2? 1951
FOR FILING

L. L. MACINTYRE
~~ROADMASTER~~
ENGINEER

OFFICE OF
COUNTY ROADMASTER
WASHINGTON COUNTY
HILLSBORO, OREGON

OFFICE PHONE 3312

S-5842
[illegible]

March 26, 1951

NOTED
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Attached hereto is your letter with the signatures showing concurrence of the Washington County Court in the plan for constructing 3.6 miles of Rays Ranch, West Union section of the Cornelius Pass Road.

Very truly yours,

L. L. MacIntyre
L. L. MacIntyre
County Engineer

LLM/bn

RECEIVED
MAR 27 1951
OREGON
STATE HIGHWAY COMMISSION

7-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

March 20, 1951

County Court of Washington County
Hillsboro, Oregon

Gentlemen:

Although full information is not as yet at hand relative to regulations pertaining to expenditure of 1952-53 federal-aid secondary highway funds, it may be that one of the requirements will be that county courts concur with the State Highway Commission on federal-aid secondary highway projects (both on state highways and on county roads).

One of the projects planned in Washington County is the Rays Ranch-West Union grading and paving project on the Hillsboro-Cornelius Pass Federal-aid Secondary Highway, Federal Project No. S-8 (4). The proposed improvement extends from a point near Rays Ranch, about 2.5 miles northeast of Hillsboro northerly to the junction with the North Plains-Cedar Mill county road at West Union.

The project contemplates the widening of the existing roadbed to a minimum width of 36 feet, reducing the sharp curve at Orenco to 8 degree, placing new base course to a thickness from 10 to 14½ inches and constructing an asphaltic concrete pavement 3½ inches thick. The finished top width is to be 20 feet of pavement with 2-foot shoulders on each side.

This project is necessary to improve the drainage and strength of the existing road which is inadequate to carry the traffic to which it is subjected.

We are planning to open bids on the project at the April 12-13 meeting of the State Highway Commission, and, in order that the project not be delayed, your concurrence is respectfully requested. If the above listed project and plans meet with your approval, please advise of your concurrence on the extra copy of this letter and return it immediately to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

- - - - -

March 24, 1951

We hereby concur in the above project.

Hayden Seabold - County Judge.
H R Johnson County Commissioner
Jas. Lewis. County Commissioner
P. J. MacIntyre County Engineer

RECEIVED

S-8(4)

3505

March 23, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to the Hays Ranch-West Union Project, S-8 (4), on the Hillsboro-Cornelius Pass Secondary Highway, and particularly to the grade crossing at Station 303+85.

It is agreed that before construction of the project is completed, the State will, without federal participation in cost, give protection at the crossing by installing reflectorized crossbuck and reflectorized advance warning signs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

[illegible] 51 + 60
440 + 70

[illegible]

REFERRED TO
Robert.
By Asst. Chief Engineer

March 19, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Pursuant to General Administrative Memorandum No. 63 and in accordance with our letter of May 31, 1938 approving the project statement, it will be necessary that you furnish a statement to the effect that reflectorized advance warning signs and reflectorized cross bucks will be installed at the involved railroad grade crossing on S 8(4) Rays Ranch-West Union Section of the Hillsboro-Cornelius Pass Highway before the project is completed.

Federal Aid Secondary Highway funds may be used in this construction.

Very truly yours,

C. G. POLK
Acting District Engineer

Station
303 + 85

RECEIVED
MAR 20 1951
OREGON
STATE HIGHWAY COMMISSION

S-222(3) Alder Creek-Philomath Section 1/61
of the Alsea Highway, southwest
#3506 from Philomath.

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FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 7, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are five copies each of the Production Study Report No. PS-113 on Operations of Oregon Project S-229(3) → Sec: Const F.A. Aid Maint and Maintenance Production Report No. P.S. 2006 on the operations of a State Highway Department maintenance crew in Washington County during August 1951.

You will notice that the reports are not for publication or use outside your organization.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

Copies to

P.S. 113
H.G. Smith
F.L. [illegible]
S.H. [illegible]
E.H. Clymer

P.S. 2006
E.A. Collier
A.G. Skelton
E.A. Johnson

Encls.

NOTED
W. C. WILLIAMS

Stiffler -
Please distribute

RECEIVED
[illegible] COMMISSION

NOTED
W. W. STIFFLER

file

Department of Commerce
Bureau of Public Roads
Washington, D. C.

Research Division
Production Cost Unit

Production Study Report No. PS 113
State of Oregon
June 8-29, 1951

ASPHALTIC CONCRETE PAVING OPERATIONS

Part 1. Introduction
Part 2. Madsen Batch-type Bituminous Plant
Part 3. Trucks
Part 4. Barber-Greene Finisher

By

A. J. Gallardo
R. E. Johnson
C. R. Wright

Highway Engineers

Not for publication

FOREWORD

Studies of the kind represented by this report are one element of a broad program of field research on the construction and maintenance of highways. The program for such research is being developed on the basis of needs evidenced either directly or through research committees by individual contractors, manufacturers, and engineers and by such organizations as the Highway Research Board, American Association of State Highway Officials, American Road Builders Association, Associated General Contractors of America, and others.

The actual field studies are made by the Research Division of the Bureau of Public Roads which has at its disposal the facilities for conducting such work on a Nation-wide basis. Individual studies are made possible through the cooperation of the State highway department or other highway agency, the contractor, the manufacturer, and the Bureau of Public Roads. Copies of each report will be furnished each of the cooperating parties, where applicable.

The data presented and the comments made in these reports are strictly of a fact-finding and interpretive nature. Under no circumstances are they to be considered critical. It should be recognized that in many cases the expense involved in eliminating a delay may not be economically justified.

Further, where information is presented relating to a particular contractor or to a special make of equipment, it is requested that the parties cooperating in these studies treat such information as confidential. In this manner studies of this kind will provide a source of data relating to job performance that can be of greatest value to the highway field.

Project data sheet - Report No. PS 113

State - Oregon

County - Benton

Project - S-229(3)

Location: On State route 34 west of Philomath. Extends 10.7 miles southwest from an intersection with U S route 20.

Contractor: Warren Northwest, Incorporated, Portland, Oregon

Contracotr's supervisory personnel:

President - J. R. Wininger

General Superintendent - - - - - - - - - - - - W. W. Head

Project Superintendent - - - - - - - - - - - - V. H. Colvin

Plant Foreman - - - - - - - - - - - - - - - - - - C. Updegraff

Paving Foreman - - - - - - - - - - - - - - - - - R. A. Meredith

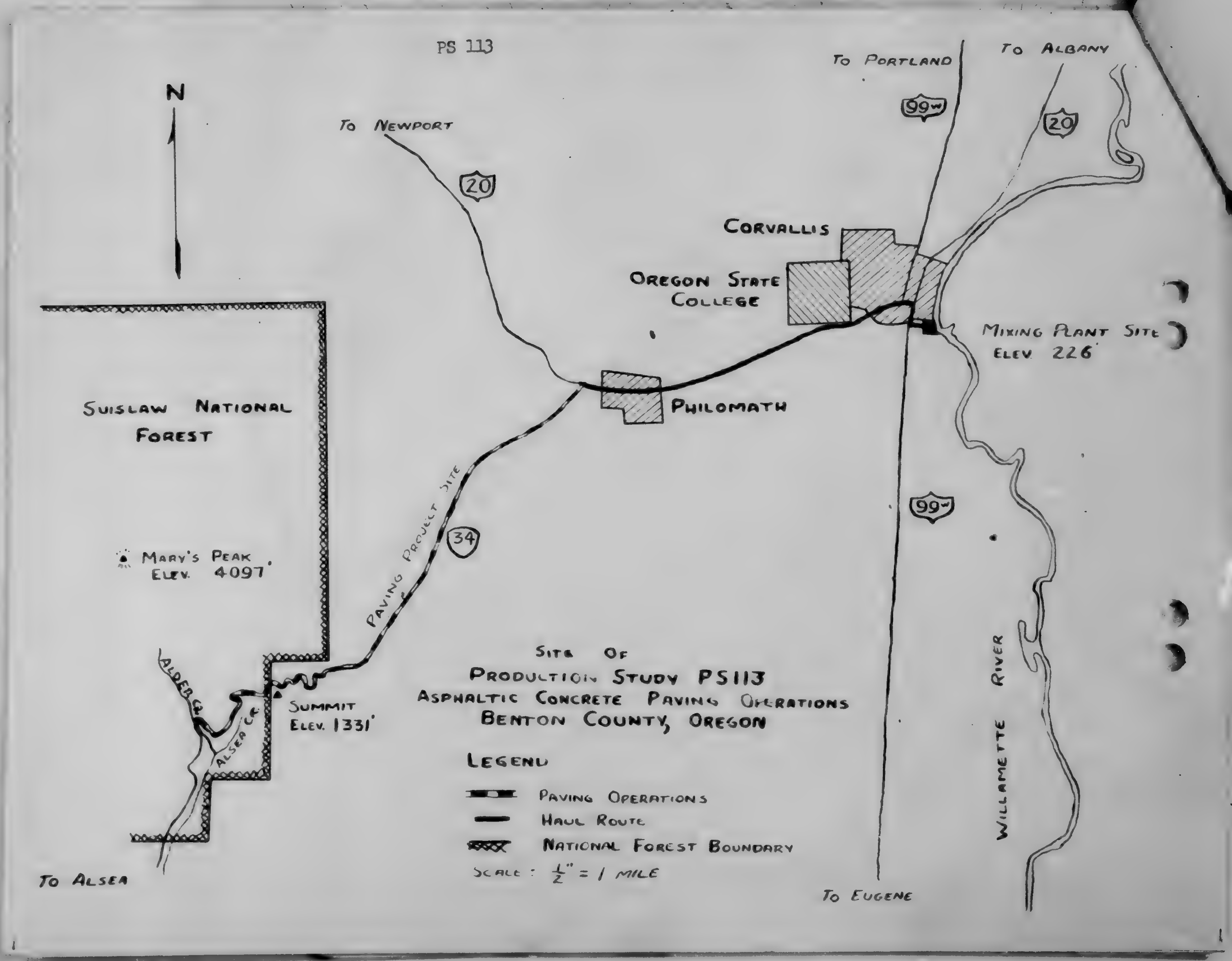
Oregon State Highway Commission

Division Engineer - - - - - - - - - - - - - - - - F. D. Eason

Materials Engineer - - - - - - - - - - - - - - - G. W. Harra

Resident Engineer - - - - - - - - - - - - - - - - S. F. Walters

Chief Inspecting Engineer - - - - - - - - - - - F. R. Brown


PS 113
N
To Newport
20
To Portland
99W
To Albany
20
Corvallis
Oregon State College
Mixing Plant Site
Elev. 226'
Philomath
99W
Suislaw National Forest
Mary's Peak
Elev. 4097'
34
Paving Project Site
Alder Cr.
Alsea Cr.
Summit
Elev. 1331'
Willamette River
Site of
Production Study PS113
Asphaltic Concrete Paving Operations
Benton County, Oregon
Legend
Paving Operations
Haul Route
National Forest Boundary
Scale: 1/2" = 1 mile
To Alsea
To Eugene

PRODUCTION STUDY REPORT ON
ASPHALTIC CONCRETE PAVING OPERATIONS
STATE OF OREGON

Part 1. Introduction

During the period June 8 to June 29, 1951, a production study of asphaltic concrete paving operations was conducted on a Federal-aid secondary project in western Oregon. The purpose of the study was to obtain equipment performance data relating to time utilization, operating characteristics, and production rates under field conditions.

The project involved placing an asphaltic concrete bituminous surface on 10.739 miles of an important timber access route. The new surface will improve operating conditions for the large logging trucks which constitute a major part of the traffic.

The $173,030.00 contract was to be completed by September 30, 1951. Table 1 lists the bid items.

Table 1.—Bid items

Item	Quantity	Amount
3/4-inch - 0 material in shoulders	5,900 cubic yards	$ 17,700.00
Class "B" asphalt concrete	24,600 tons	145,140.00
RS-1 Emulsified asphalt in tack and seal coat	150 tons	6,300.00
Aggregate in seal coat	700 cubic yards	3,500.00
Sprinkling	130 M gallons	390.00
Total		$173,030.00

A typical roadway section is shown in figure 1. The new surfacing will overlay an older asphalt surface. Paved turnouts were provided at existing driveways and crossroads.

The asphaltic concrete mix design for the leveling and wearing courses was in the following proportions in terms of percentage by weight of the total mix:

Bitumen	5.5
Filler	4.5
Fine aggregate	50.0
Coarse aggregate (3/4-to 1/4-inch)	40.0
Total	100.0

Extraction and penetration tests were made daily by the State Highway Testing Laboratory in Salem, Oregon. Bitumen was supplied by the American Bitumuls Company of Portland, Oregon, and transported in rail tank cars to a siding adjoining the plant. The tank cars were used for storage and replaced when empty. Aggregate was supplied by a local sand and gravel company and was obtained from a nearby river bed. The asphalt plant was situated in the yard of the sand and gravel company, whose dump trucks shuttled between the crusher and the plant stock pile.

During the study period 29 to 40 men were employed by the contractor and were assigned as shown below:

Supervisory

1 superintendent
1 cashier
1 paving foreman
1 plant foreman

Asphalt Plant

1 mixer operator
1 fireman
1 oiler
1 bulldozer operator
2 laborers

Finisher

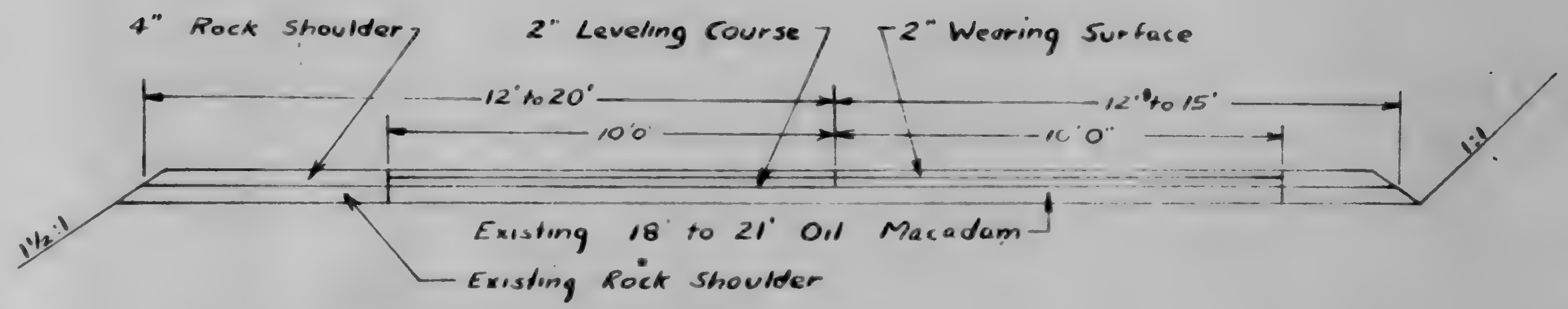
1 finisher operator
1 roller operator
5 laborers
2 flagmen
1 pilot car operator

Trucks

9-20 truck drivers

PS 113

FIGURE 1
TYPICAL CROSS SECTION


4" Rock Shoulder
2" Leveling Course
2" Wearing Surface
12' to 20'
12' to 15'
10'0"
10'0"
1:1
1½:1
Existing 18' to 21' Oil Macadam
Existing Rock Shoulder

Part 2. Madsen Batch-type Bituminous Plant

The batch plant used on the project was an old model Madsen and had been modified so many times in the past that it had all but lost its original identity. The dryer had been built by the contractor using Madsen parts, except for the rolled sheet metal exterior. The pug-type mixer was built by Iroquois, a type no longer in production, making it necessary for the contractor to rebuild broken parts. Figure 2 is a view of the batch plant and the asphalt storage tanks.

The aggregate stock pile overlaid a 6-foot "tunnel" through which the material was conveyed by belt to a bucket lift which in turn fed the aggregate into the dryer.

The aggregate was relatively wet (averaging 4.4 percent during the study period) and the Madsen fuel oil burners were turned to full capacity. An average of 3.2 gallons of fuel per ton of dried aggregate was used. The dryer was not shut down during short delays to the plant and overflow material was fed into an extra truck which returned the excess to the stock pile. For this reason, it was not possible to determine an accurate measure of the productive capacity of the dryer, but it was observed that the dryer production averaged 87 tons per hour when it was actually operating.

Dust from the dryer and screens was drawn into the dust collector by a No. 50 fan. The finer particles remaining were treated with water as they passed through an outlet pipe overhanging the river.

The aggregate was fed through 3- by 10-foot screens into contractor-built bins and weighed into the aggregate hopper in three sizes. The 2,000 pound pugmill had been modified to provide for a 3,000 pound batch.

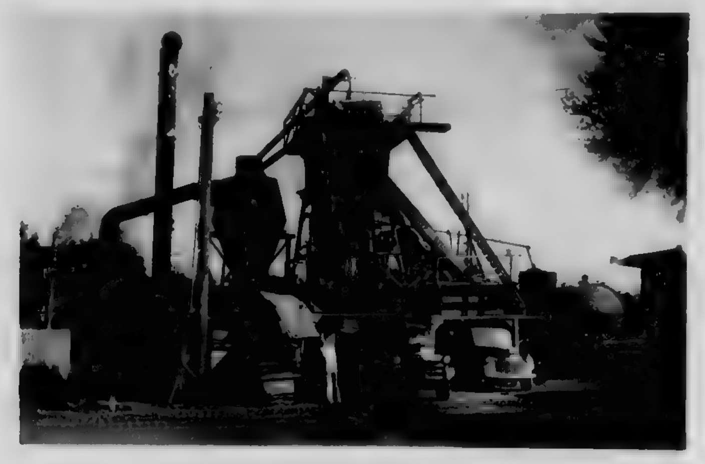


Figure 2. Madsen batch plant.

The usual cycle followed in the batching operation is shown in the following diagram. The time readings are in minutes and are to be read cumulatively down the sheet.

MIXING CYCLE			WEIGHING CYCLE
Begin charge (asphalt and aggn)	0.00		
All aggregate in	0.12		
All asphalt in	0.16	0.16	Begin weighing asphalt & aggr.
		0.48	End aggregate weighing
End mixing - begin discharge	0.54		
		0.59	End asphalt weighing
End discharge Begin charge for next batch	0.76		

The above cycle elements are averages and do not include delays during mixing. It will be noted that, on the average, the asphalt required 0.11 minute (about 7 seconds) longer to weigh than the aggregate and that the operator usually began discharge a few seconds before the asphalt weighing for the succeeding batch was completed. Completion of discharge and charging of the following batch was accomplished almost simultaneously.

Figure 3 shows the frequency distribution of mixing time (including delays). This diagram shows that the majority of the batches were mixed in the 0.50-0.60 minute (30-36 second) range. For purposes of this study, a standard mixing time of 0.56 minute (the peak of the curve) was selected and delays were charged whenever mixing time was extended beyond this "standard" or productive limit. The actual average mixing time during the study period was 0.57 minute.

Total available working time is the sum of (1) normal daily shift time and (2) any additional time actually worked. Thus, on a job, with a normal scheduled shift time of 8 hours daily for 5 days a week, if 3 hours overtime were worked, the total available working time for the week would be 43 hours.

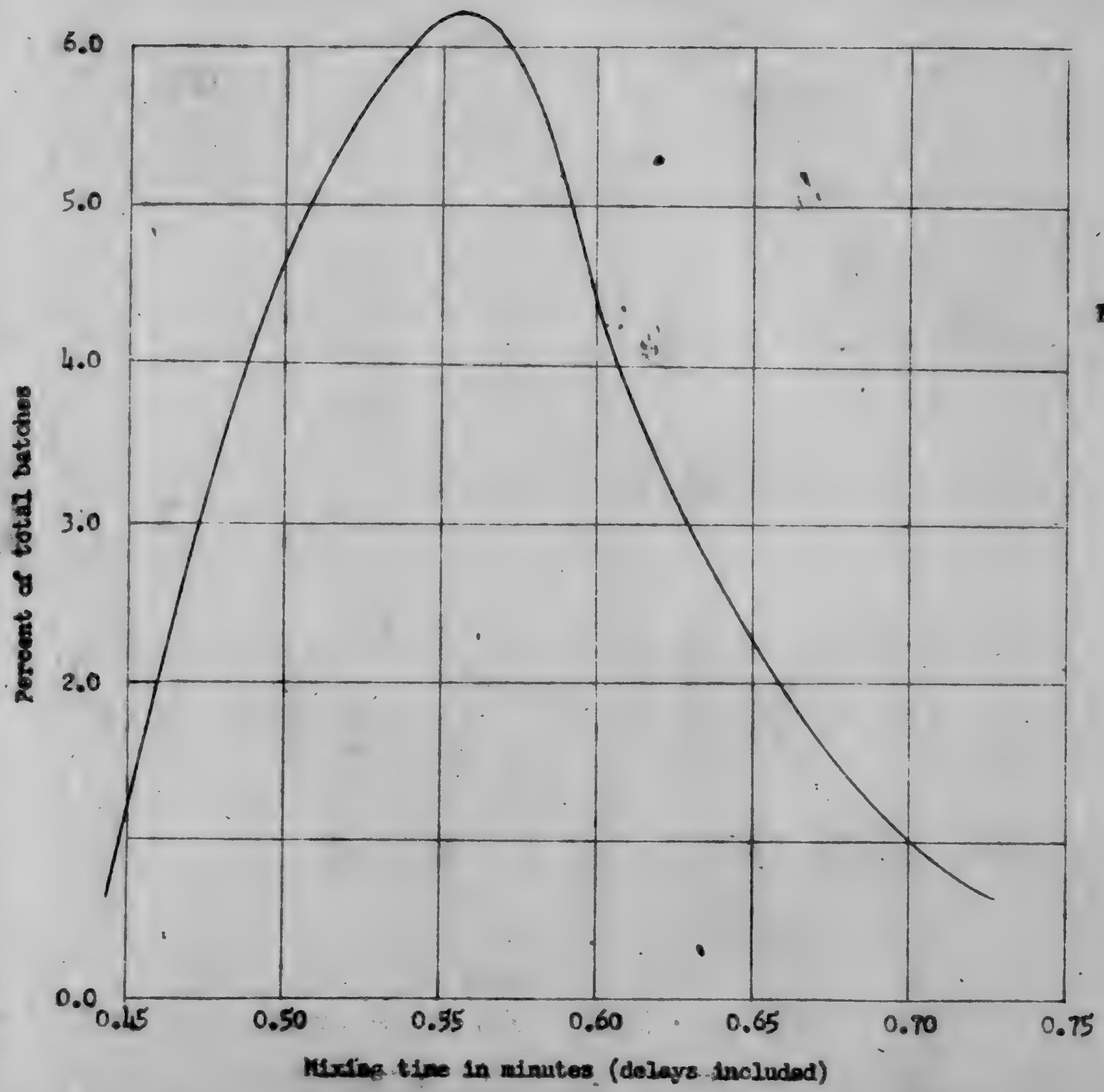


FIGURE 3

FREQUENCY DISTRIBUTION OF MIXING TIME

Table 2 shows the distribution of total available working time and extent of major and minor delays as obtained from studies on the Madsen batch plant during the period of observation from June 8 to 29. Major delays consist of individual time losses 15 minutes or more in duration, whereas individual time losses less than 15 minutes in duration are classified as minor delays. The classification of delays by cause is enumerated in subsequent tables.

Table 2.--Distribution of 132.9 hours of total available working time for the Madsen batch plant

Item No.	Time element	Total time (Hours)	Percent
1	Total available working time	132.9	100.0
2	5 major delays	- 5.4	- 4.1
3	Net available working time	127.5	95.9
4	7,731 minor delays	-34.7	1/-26.1
5	Actual productive time for 7,350 batches (11,057 tons) of bituminous mix	92.8	69.8

1/ Minor delays amount to 27.2 percent of the net available working time.

Major delays are considered as occurring daily even though the specific delay in question may extend over a period of several days. The classification of major delays by number of occurrences, total time, and percent of the total available working time is shown in table 3.

Table 3.--Classification of 5 major delay occurrences to the Madsen batch plant

Item No.	Nature of major delay	No. of occurrences	Total delay time (Hours)	Percent of 132.9 hours total available working time
1	Shut down early	1	2.3	1.7
2	Repairs to plant	2	1.7	1.3
3	Await instructions from finishing crew	1	0.9	0.7
4	Finisher out of gasoline	1	0.5	0.4
	Total	5	5.4	4.1

Item 1, "shutdown early," occurred when the east end of the project was completed early in the afternoon. Plant repairs included welding an aggregate hopper and repairing wiring on the water pump. Item 3 resulted during city street paving when it was necessary to wait to determine the quantity needed to finish a particular course.

Although minor delays are ordinarily just a few seconds each in duration, it will be noted in table 2 that they amount to 26.1 percent of the total available working time. However, the full extent of minor delays can usually be better visualized by comparing them to the net available working time rather than to the total available working time. For example, when minor delays are expressed as a percentage of the total available working time, a job with frequent and extensive major delays, such as rain, might show a proportionately less percentage of minor delays than a job with few major delays. Thus, a better basis for indicating the extent of minor delays in relation to the production operation is to express them as a percentage of the net available working time.

Minor delays were, in general, classified in accordance with the apparent cause. For example, a delay of a few seconds or perhaps a minute to the plant may have been due to a breakdown at the finisher; but the delay was charged to "lack of trucks at plant".

Table 4 shows the classification of minor delays by number of occurrences, total time, and percent of net available working time.

Table 4.--Classification of 7,731 minor delay occurrences to the Madsen batch plant

Item No.	Nature of minor delay	No. of occurrences	Total delay time (Hours)	Percent of 127.5 hours net available working time
1.	Lack of trucks at plant	198	12.6	9.9
2	Shortage of aggregate	1,323	9.3	7.3
3	Aggregate charge lag	4,525	5.0	3.9
4	Excess mixing time	998	1.6	1.3
5	Minor maintenance and adjustments	56	1.3	1.0
6	Await truck exchange	417	1.2	0.9
7	Instructions and engineering	97	0.9	0.7
8	Personal (drink of water, etc.)	53	0.8	0.6
9	Starting late or quitting early	9	0.6	0.5
10	Personnel inefficiencies	21	0.5	0.4
11	Minor repairs	4	0.5	0.4
12	All other	30	0.4	0.3
	Total	7,731	34.7	27.2

Item 1, "lack of trucks at plant," resulted from a variety of causes, such as finisher delays, truck shortages, or long haul distances. This delay was relatively infrequent, but averaged 3.81 minutes per occurrence.

Item 2, "shortage of aggregate," was charged when it became necessary to wait for dried aggregate, usually of one particular size. Some of these delays had the effect of extending mixing time of the preceding batch, but the majority of these shortages were incurred between batches. The average "shortage of aggregate" delay was 0.42 minute per occurrence.

Item 3, "aggregate charge lag," delays were recorded when the operator failed to charge the mixer within a reasonable time interval after completing discharge of a previous batch. These delays were usually very short in duration (averaging 0.07 minute per occurrence) but they occurred in 64 percent of the batches. Some of these delays were brought about by material shortages; others were due to a slow reaction time on the part of the operator.

Item 4, "excess mixing time," was charged when mixing time was extended for short periods beyond the predetermined "standard" mixing time of 0.56 minute. This delay averaged 0.10 minute per occurrence and was usually the result of a slow asphalt weighing time.

Item 6, "await truck exchange," delays were charged when a truck failed to back into load position in time to prevent delaying the plant. Exchange delays occurred during 28 percent of the 5-batch loads and averaged 0.17 minute per occurrence.

Table 5.--Average production data for the Madsen batch plant

Time basis	Tons per hour	Batches per hour
Productive time (no delays included)	119	79
Net available working time (includes minor delays)	87	58
Total available working time (includes all delays)	83	55

Part 3. Trucks

The asphaltic concrete was hauled from the plant to the paving site by end dump trucks with single rear axles. The number of units varied from 9 to 20 depending on the length of haul. The struck capacity of the dump beds varied from 4.5 to 5.5 cubic yards. All trucks were rented and, as most of the drivers owned their trucks, were kept in good condition.

For study purposes, three trucks were selected to represent the various types used. They were: a 1949 GMC series 350, a 1950 GMC series 350 and a 1948 International KB-7. The 1950 GMC and the International were operated by their owners.

All of the trucks carried a 5-batch load (15,000 pounds). The larger trucks, represented by the International, were able to climb a 6-percent grade encountered on the haul in one gear higher than the smaller trucks. The smaller trucks had to be loaded with the bulk of load well forward, in order that the rear axle load be kept below the State maximum of 18,000 pounds. The average haul and return speeds were 25 and 31 miles per hour, respectively.

Table 6 shows the distribution of total available working time and extent of major and minor delays as obtained from studies on the 3 study trucks during the study period. As with the plant study, major delays consist of individual time losses 15 minutes or more in duration and individual time losses less than 15 minutes in duration are classified as minor delays. The classification of delays by cause is enumerated in subsequent tables.

Table 6.—Distribution of 419.2 truck-hours of total available working time for the 3 study trucks

Item No.	Time element	Total time (Truck-hours)	Percent
1	Total available working time	419.2	100.0
2	29 major delays	-18.0	- 4.3
3	Net available working time	401.2	95.7
4	393 waits at plant and finisher	-36.5	-8.7
5	705 other minor delays	- 8.4	1/-2.0
6	Actual productive time for 363 5-batch loads (2,722 tons)	356.3	85.0

1/ Minor delays and waits amount to 11.2 percent of the net available working time.

Table 7.--Classification of 29 major delay occurrences to the 3 study trucks

Item No.	Nature of major delay	No. of occurrences	Total delay time (Truck-hours)	Percent of 419.2 truck-hours total available working time
1	Shutdown early (finished section)	4	5.1	1.2
2	Wait during plant repairs	6	4.9	1.1
3	Wait to dump at finisher	11	4.2	1.0
4	Assist other truck	1	1.2	0.3
5	Paver out of gasoline	2	0.8	0.2
6	Personal delays	2	0.7	0.2
7	Repair blow-out	1	0.5	0.1
8	Assigned to other work	1	0.3	0.1
9	Stuck in ditch	1	0.3	0.1
	Total	29	18.0	4.3

Table 8.--Classification of 1,098 minor delay occurrences to the 3 study trucks

Item No.	Nature of minor delay	No. of occurrences	Total delay time (Truck-hours)	Percent of 401.2 truck-hours net available working time
1	Wait at plant	276	31.1	7.8
2	Wait at finisher	117	5.4	1.3
3	Public traffic interference	546	2.3	0.6
4	Minor maintenance, repairs	21	1.3	0.3
5	Truck driver inefficiencies	28	1.1	0.3
6	Refuel	11	1.0	0.2
7	All other	99	2.7	0.7
	Total	1,098	44.9	11.2

Waits at plant and finisher amounted to over 9 percent of the net available working time for the trucks, and was variously the result of short haul distances (or too many trucks), "bunching" of trucks on haul or return, or other delays at the plant or finisher. However, the plant incurred an even greater time loss (10 percent in table 4) waiting for trucks, indicating that the supply of trucks was not always adequate during the study period.

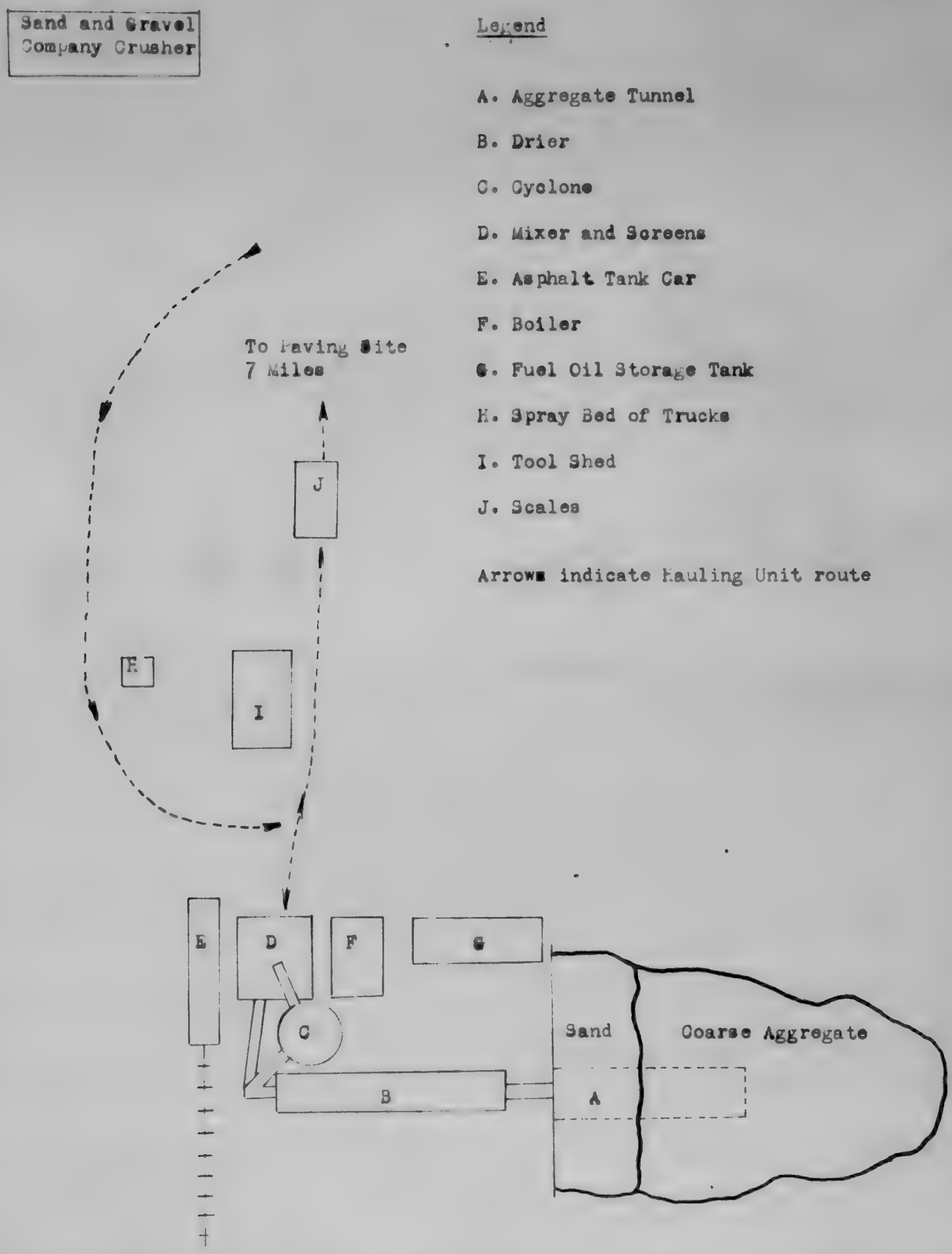
The truck operating cycle was broken into the following elements: Exchange at plant, load, move to scale, weigh, haul, maneuver, exchange at finisher, dump, and return. Load time was considered to be the entire time the truck was in loading position and thus includes short delays to the plant as well as the loading time for 5 batches. Maneuver time is the time required for the truck to turn and position itself in front of the finisher. Exchange occurred at both plant and finisher and constitutes the time required for a truck to replace the preceding truck in load or dump position. Wait time was also a cycle element but was treated as a delay for study purposes. Figure 4 is a diagram of the batch plant layout.

Table 9.—Average cycle elements for the 3 study trucks

Cycle Element	Average time per cycle (Minutes)	Percent of net available working time
At plant		
Exchange	0.39	0.6
Load	4.06	6.2
Move to scale	0.35	0.5
Weigh	0.95	1.4
Total time at plant	5.75	8.7
Haul to finisher (average 12.1 miles)	26.31	39.7
At finisher		
Maneuver	1.36	2.1
Exchange	1/ 0.14	0.2
Dump	2.69	4.0
Total time at finisher	4.19	6.3
Return to plant (average 11.8 miles)	22.63	34.1
Productive cycle time	58.88	88.8
Wait		
At plant	2/ 5.15	7.8
At finisher	3/ 0.89	1.3
Total wait time	6.04	9.1
Minor delays	1.39	2.1
Net available working time	66.31	100.0

1/ Average exchange at finisher per occurrence was 0.38 minute.
2/ Average wait at plant per occurrence was 6.77 minutes.
3/ Average wait at finisher per occurrence was 2.75 minutes.

Fig. 4 Plan Of Batch Type Asphalt Mixing Plant


Sand and Gravel Company Crusher
To Paving Site 7 Miles
J
H
I
E
D
F
G
C
B
A
Sand
Coarse Aggregate

Legend

A. Aggregate Tunnel

B. Drier

C. Cyclone

D. Mixer and Screens

E. Asphalt Tank Car

F. Boiler

G. Fuel Oil Storage Tank

H. Spray Bed of Trucks

I. Tool Shed

J. Scales

Arrows indicate Hauling Unit route

Table 10.--Average production rates for the 3 study trucks

Time basis	Loads per hour per truck	Tons per hour per truck
Productive time	1.02	7.6
Net available working time	0.90	6.8
Total available working time	0.87	6.5

Part 4. Barber-Greene Finisher

A Barber-Greene model 879A finisher was used to place the asphaltic concrete in two 2-inch lifts. The 20-foot roadway was paved in two 10-foot lanes at an average speed of 24.5 feet per minute. Figure 5 shows the finisher in operation.

In addition to the paving foreman, a finisher operator and five laborers were assigned to the finisher. Two of the laborers were responsible for maintaining the required thickness while the others worked with hand rakes and shovels smoothing joints and filling any voids left by the machine.

Figure 5. Barber-Greene finisher.

Table 11 shows the distribution of total available working time and extent of major and minor delays as obtained from studies on the Barber-Greene finisher.

Table 11.—Distribution of 132.5 hours of total available working time for the Barber-Greene finisher

Item No.	Time element	Total time (Hours)	Percent
1	Total available working time	132.5	100.0
2	9 major delays	- 6.2	- 4.7
3	Net available working time	126.3	95.3
4	1,265 minor delays	-58.7	1/ -44.3
5	Actual productive time for 10,717 tons (99,240 feet of 10-foot roadway)	67.6	51.0

1/ Minor delays amount to 46.5 percent of the net available working time.

Table 12.—Classification of 9 major delay occurrences to the Barber-Greene finisher

Item No.	Nature of major delay	No. of occurrences	Total delay time (Hours)	Percent of 132.5 hours total available working time
1	Shutdown early	1	2.4	1.8
2	Plant repairs	2	1.7	1.3
3	Lack of trucks at finisher	4	1.3	1.0
4	Wait during hand finishing	1	0.4	0.3
5	Out of gasoline	1	0.4	0.3
	Total	9	6.2	4.7

Table 13.--Classification of 1,265 minor delay occurrences to the Barber-Greene finisher

Item No.	Nature of minor delay	No. of occurrences	Total delay time (Hours)	Percent of 126.3 hours net available working time
1	Lack of trucks at finisher	734	40.4	31.9
2	Wait during hand finishing	83	5.8	4.6
3	Truck exchange	260	3.8	3.0
4	Traffic interference	31	1.8	1.4
5	Personnel inefficiencies	31	1.6	1.3
6	Plant repairs	6	1.5	1.2
7	Move to new work site	13	1.2	1.0
8	Maintenance	25	0.8	0.6
9	Engineering and instructions	19	0.6	0.5
10	All other	63	1.2	1.0
	Total	1,265	58.7	46.5

Item 1, "lack of trucks at finisher," was primarily the result of the faster finisher production rate during productive time with respect to that of the plant. During productive time the finisher handled an average of 159 tons per hour whereas the corresponding plant rate was 119 tons per hour. Other finisher data is shown in table 14.

Table 14.--Finisher production rates

Time basis	Tons per hour	Lineal feet per hour
Productive time	159	1,468
Net available working time	85	786
Total available working time	81	749

A Buffalo-Springfield 10-12 ton roller was used to compact the pavement behind the finishing machine. During a brief observation it was found that the roller made an average of 13 passes over a given section in rolling a 10-foot width. The roller averaged 1,390 lineal feet of 10-foot roadway per hour of productive time and was down about 44 percent of the time waiting for the finisher or because of other minor delays.

RECEIVED
FOR FILING
229 (2)

OREGON STATE HIGHWAY COMMISSION
(date)
Oct. 9, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3506	4-final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17205	R-25509	$ 4,906.18	October 3, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A.A. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1951

Time Extensions: No extension required

Completion Date: July 27, 1951

Date Accepted: Aug. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-10-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: [illegible]
a.a. Wichlander

RECEIVED
OCT 17 1951
FOR FILING

October 4, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover three copies of Final Voucher for each of the following projects, the fourth copy of each voucher being handed to your auditor, previously for use in checking our cost records:

F-28 (3)	Ontario-Cairo Junction	$ 4,622.00
F-161 (15)	Goshen-Creswell	10,616.00
S-229 (3)	Alder Creek-Philomath	5,487.00
S-260 (3)	West Unit, Hamilton-Long Creek	5,000.00
		$25,725.00

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

RECEIVED
SEP 21 1951
FOR FILING

S-237(2)

3506

September 20, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3506, for pavement resurfacing on the Alder Creek-Philomath Section of the Alsea Highway, was completed on July 27 and was formally accepted by the Highway Commission on August 20, 1951.

Final payment in the amount of $4,906.18 will be made to the contractor on or after October 1, 1951. The total contract amount is $163,539.21, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
[illegible] 6 1951
FOR FILING

S-229(3)

3506

September 6, 1951

Mr. Ben F. Forbes
1011 Equitable Building
Portland 4, Oregon

Dear Mr. Forbes:

At the present time the State Highway Department has no contracts underway on the Alsea Highway. Two contracts, however, have been completed recently — one, Contract No. 3506, by Warren Northwest, Inc., Post Office Box 5072, Portland 13, for re-surfacing the Alder Creek-Philomath Section. This contract was completed July 27. The Central Heating Company, 865 Olive Street, Eugene, Oregon, completed Contract No. 3340 for re-surfacing the Alsea-Alder Creek Section on August 4, 1951.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

BEN F. FORBES
LAWYER
ATWATER 8226
1011 EQUITABLE BUILDING
PORTLAND 4, OREGON

September 5, 1951

Oregon State Highway Department
Salem, Oregon

Dear Sir:

Will you kindly give me the name of the Contractor working on the Alsea highway project.

I am enclosing a stamped envelope for your convenience and am thanking you in advance for your cooperation.

Very truly yours,

Ben F. Forbes
BEN F. FORBES

BFF:cpr

[illegible]

RECEIVED
1951
FOR FILING

3-229(3)

3506

August 24, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc. on contract No. 3506, for resurfacing on the Alder Creek-Philomath Section of the Alsea Highway in Benton County. This payment in the amount of $46,367.03 will be made on or after September 3, 1951. The retained percentage is $4,906.18.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

[illegible]

RECEIVED
AUG 6 1951
FOR FILING

[illegible]

[illegible]

August 1, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon.

Dear Sir:

This is to advise you that work was completed on July 27, 1951 on Contract No. 1506, Alder Creek-Philomath Section, in connection with Federal Aid Project No. S229 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:HJ

cc; John Cattrall

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 28, 1951, 19

Section Alder Creek-Philomath

Kind of work Pavement Resurfacing

Highway Alsea

Section prefix 2-1021

Contractor Warren Northwest Inc.

Contract number 3506

Date of contract April 17, 1951, 19

Date of completion Sept. 30, 1951, 19

Date work started May 24, 1951, 19

Estimated date of completion July 27, 1951, 19

Amount of contract . . . . $ 173030.00

Per cent of time elapsed 61 %

Estimated cost of completed project, exclusive of engineering . . . . $ 197,030.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 4500, 2.6 %

Date project was completed July 17, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shoulder material Friday. Will run blade over mountain to blade s shoulder ma terial off that trucks kick on pavement by encroaching on insides of sharp curves It may be necessary to oil these lunes to keep pavement clean.

Contractor tied up Tuesday P.M. and Wednesday due to excessive loss of truck time on account of State Oiling operatins between Corvallis and Philomath Junction. In this connection it should be noted that the Oiling crew oiled over the new pavement in Philomath where we deliberately left of the seal and in the part where there was already flushing prior to paving.

RECEIVED
JUL 31 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed Fratus

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed		SEE FINAL REPORT NEXT WEEK			
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....2...., Rollers ....1...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT. 48416

~~R~~ECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-229(3)
Alder Creek-Philomath Section

Dear Sir:

We are forwarding herewith for your files an executed copy of a project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

Encl.

195

Jim

(Revised 1946)

316

State Oregon

Project No. S-229(3)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of July, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1951, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of March, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred eighteen thousand and 00/100 dollars ($118,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16-11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter [illegible]9, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1081+60 in the NE 1/4, Section 10, T-13-S, R-7-W, W.M., and survey station 1649+93 in the SW 1/4, Section 11, T-12-S, R-6-W, W.M., including a wye connection stations 1646+90 to 1649+10, except survey stations 1433+74 - 1434+95 and 1641+33 - 1643+58.5, length 10.739 miles, in Benton County, being Oregon Federal Aid/Secondary project No. S-229(3), consisting of 10.739 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eighteen thousand and 00/100 dollars ($118,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety thousand three hundred thirty-three and 00/100 dollars ($190,333.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

May 23, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Alder Creek-Philomath Section, Project Number S-229 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

S. H. Probert
Office Engineer

JWN:plc

encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-229 (3)

ALDER CREEK-PHILOMATH SECTION
OF THE ALSEA HIGHWAY IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 16, 1951

Type Code 6201
Roadway (Sta. 1081+60 to 1649+93)(Wye, Sta. 1046+90 to 1049+10)

5,900	cu. yds.	3/4" - 0 Material in Shoulders	$ 3.00	$ 17,700.00
130	M-gal.	Sprinkling	3.00	390.00
24,600	tons	Class "B" Asphaltic Concrete	5.90	145,140.00
150	tons	RS-1 Emulsified Asphalt in Tack and Seal Coat	42.00	6,300.00
700	cu. yds.	Aggregate in Seal Coat	5.00	3,500.00
			Subtotal	$173,030.00
			10% Engr. & Cont.	17,303.00
			Total	$190,333.00

Length of Roadway	10.739 miles
Length of 2 Bridges (Exception)	.065 mile
Total Length	10.804 miles
Cost per mile, Roadway	$17,723.53

Federal Secondary Funds- -	$118,000.00
State Funds- -	72,333.00
	$190,333.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-229 (3)

ALDER CREEK-PHILOMATH SECTION OF THE ALSEA HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 20, 1951

Type Code 6201
Roadway (Sta. 1081+60 to 1649+93)(Wye, Sta. 1046+90 to 1049+10)

5,900	cu. yds.	3/4" - 0 Material in Shoulders	$ 3.00	$ 17,700.00
130	M-gals.	Sprinkling	3.00	390.00
24,600	tons	Class "B" Asphaltic Concrete	6.25	153,750.00
150	tons	RS-1 Emulsified Asphalt in Tack and Seal Coat	40.00	6,000.00
700	cu. yds.	Aggregate in Seal Coat	4.00	2,800.00
			Subtotal	$180,640.00
			10% Engr. & Cont.	18,064.00
			Total	$198,704.00

Length of Roadway	10.739 miles
Length of 2 Bridges (Exception)	.065 mile
Total Length	10.804 miles
Cost per mile, Roadway	$18,503.02

Federal Secondary Funds- -	$123,000.00
State Funds- -	75,704.00
	$198,704.00

ALDER CREEK-PHILOMATH SECTION

PROJECT NO. S-229 (3)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

March 20, 1951

March 20, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Alder Creek-Philomath Section, Project No. S-229 (3).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMH:cw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-229 (3)

ALDER CREEK-PHILOMATH SECTION OF THE

ALSEA HIGHWAY IN BENTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, March 20, 1951

Type Code 6201
Roadway (Sta. 1081+60 to 1649+93) (Wye Sta. 1046+90 to 1049+10)

5,900 cu. yds.	3/4" - 0 Material in Shoulders	$ 3.00	$17,700.00
130 M-Gals.	Sprinkling	3.00	390.00
24,600 Tons	Class "B" Asphaltic Concrete	6.25	153,750.00
150 Tons	RS-1 Emulsified Asphalt in Tack and Seal Coat	40.00	6,000.00
700 Cu. Yds.	Aggregate in Seal Coat	4.00	2,800.00
		Subtotal	$180,640.00
		10% Engr. & Cont.	18,064.00
		Total	$198,704.00

Length of Roadway	10.739 miles
Length of 2 Bridges (Exception)	.065 mile
Total Length	10.804 miles
Cost per mile, Roadway	$18,503.02

Federal Secondary Funds -	$123,000.00
State Funds -	75,704.00
	$198,704.00

ALDER CREEK-PHILOMATH SECTION

PROJECT NO. S-229 (3)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

by

S. H. Probert
Office Engineer

March 20, 1951

RECEIVED
FOR FILING

5229(2)

[illegible]

2712

June 15, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Department Building
Salem, Oregon

Dear Sir:

Herewith is a letter from Warren Northwest Inc., granting permission to the Bureau of Public Roads to make a survey of their Corvallis plant now being used in paving operations on the Alsea Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Encl.

WCW:er

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12, 1951

SUBJECT:

To:

Mr. W. C. Williams,
Assistant State Highway Engineer,
Department.

Dear Sir:

Herewith returned is Assignment No. 2712 with two copies of a letter from the Warren Northwest Company giving permission to the Bureau of Public Roads to make their survey as requested.

Yours very truly,

F. D. Eason

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. H. G. Smith
Mr. S. F. Walters

June 1, 1951

ASSIGNMENT

No. 2712
By [illegible]

Description: **Mr. Polk's letter of May 28 and attached letter of May 18 by Frank E. Hawley of Olympia, concerning proposed study of some project in Oregon**

Acknowledged by _____ Referred to **Eason** ✓

Investigate and report with recommendation
xxxx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 6-13-51 Report received ________

Remarks: **Please contact contractor and ask for written approval. WCW**

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 28, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached is a copy of a letter from Mr. Hawley, Production Cost Engineer, who contacted you last week concerning his proposed study of some project in Oregon.

As noted in his letter, Oregon Project S-229(3), Alder Creek-Philomath Section of the Alsea Highway, has been selected and he has requested that we make such arrangements as are considered necessary with you and the contractor.

Mr. Hawley has indicated that written approval from the contractor for the conduct of this study would be desirable. Inasmuch as the project is under a State contract, we believe the approval should be obtained through your department.

In this connection the contractor should be advised that following collection of the desired data, a report will be prepared and submitted for their inspection. With their approval, copies of the report will be furnished to State Highway personnel interested in the subject and to this office. The studies are of a confidential nature in that they will not be released publicly with identifying information without the contractor's consent.

The interest you have shown to date and your further cooperation in arranging for the study are very much appreciated.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Att.

Williams
Please handle

J. D.

C O P Y

Olympia, Wash.
May 18, 1951

TO: Mr. W. H. Lynch, Division Engineer

FROM: Frank E. Hawley, Production Cost Engineer FEH

SUBJECT: Equipment Production Studies

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Reference is made to Mr. Fairbanks' memorandum of May 8 and my visit to the Portland Division and District Offices May 16 relative to initiating equipment production studies in Oregon.

After visiting Mr. R. H. Baldock of the State Highway Department in company with Mr. C. G. Polk, I inspected several nearby projects for the purpose of determining their suitability for study. One of these jobs, Oregon project S-229(3), southwest of Corvallis, in Benton County has been selected for study beginning about June 5.

You will note from the attached form PS 1A that I talked personally with two representatives of the company, Mr. Head and Mr. Colvin. These gentlemen indicated that such a study would be agreeable with the company. We should like your office to make whatever additional arrangements are considered necessary with the State and contractor for the conduct of this study. The study will be in accordance with Mr. Fairbanks' memorandum to Division Engineers dated October 11, 1950.

The proposed study has been designated as Production Study No. PS 113. Messrs. Johnson and Wright are to be assigned to Corvallis about June 5. They will be joined June 10 by Mr. A. J. Gallardo.

I would like to take this opportunity to thank you and your staff, particularly Mr. Caufield and Mr. Polk for their cooperation and assistance in locating prospective production studies.

WARREN NORTHWEST INC.
PORTLAND, OREGON

May 7, 1951

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. F. D. Eason, Division Engineer

Gentlemen:

It is satisfactory for two representatives of the Bureau of Public Roads to make a survey of our Corvallis Plant on our Alsea Operations.

Very truly yours,
WARREN NORTHWEST, INC.

A. M. Eppling
Secretary-Treasurer

AME:dle

COPY

RECEIVED
[illegible] 1951
FOR FILING

S-229(3)

3506

May 28, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on May 24, 1951 on Contract No. 3506, Alder Creek-Philomath Section, in connection with Federal Aid Project No. S-229 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

DBP:ple

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MAY 8 1951
FOR FILING

8 229(3)

3506

May 7, 1951

Warren Northwest, Incorporated
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3506, which was awarded to you on April 17, 1951, by the State Highway Commission, covering pavement resurfacing on the Alder Creek-Philomath Section of the Alsea Highway in Benton County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

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1951
FOR FILING

5-229 (3)

3506

AGENDA

April 18 , 1951

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland 13, Oregon

Gentlemen:

Confirming my telegram to you of April 17, the State Highway Commission has yesterday awarded to you Contract No. 3506 for work on the Alder Creek-Philomath Section of the Alsea Highway in Benton County. This award was based on your low bid of $173,030 submitted on April 12, 1951.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

md

cc - E. G. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.C.)

S+L

TIC SERVICE
the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

AGENDA
4 1951

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 17, 1951
4:55 p.m.

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland 13, Oregon

State Highway Commission awarded you today contract for Alder Creek-Philomath Section of the Alsea Highway, Benton County, based on your low bid submitted April 12, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

Files ✓

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S+L

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FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

S-229(3)

April 17, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your telegram of today advising that all rights of entry have been obtained for Oregon Project S-229(3), Alder Creek-Philomath Section of the Alsea Highway, we hereby concur as of this date in award of contract to Warren Northwest, Inc. of Portland, who submitted the low bid for this project at the bid opening of April 12, 1951.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
APR 18 1951
OREGON
STATE HIGHWAY COMMISSION

DOME SERVICE	
heck the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☒	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	DEFERRED ☐
CODE ☐	NIGHT LETTER ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 17, 1951

MR. C. G. POLK
ACTING DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
201 FINANCIAL CENTER BUILDING
233 S.W. 6th AVENUE
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE AWARD CONTRACT TODAY ALDER CREEK-PHILOMATH PROJECT TO WARREN NORTHWEST INCORPORATED OF PORTLAND. ALL RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

RECEIVED
[illegible] 1951
FOR FILING

FORM E-30 25M 11-50 44701

S-[illegible](3)

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1951

SUBJECT: Right of Way, Alder Creek-Philomath Section, Benton County

To: Mr. W. C. Williams
First Ass't Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Attached hereto is a copy of a letter received from Warren Northwest, Inc. which states that they will not use the Mary's Peak Quarry in connection with the above project.

Insomuch as this was the only right of way involved, the contract may be awarded so far as this Department is concerned.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Ass't Right of Way Engineer

RLP:mb

Enc.

WARREN NORTHWEST INC.
Highway & Road Contractors.
Post Office Box 5072 Phone: Tabor 3288
Portland 13, Oregon

April 13, 1951

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Rod Porter, Right-of-Way Department

Gentlemen:

With reference to our bid of April 12 for resurfacing of the Alsea Highway, you are hereby advised that we do not plan on using the Mary's Peak quarry as referred to in your specifications. Our plans are to haul the asphaltic concrete pavement mixtures from our present plant setup at Corvallis, Oregon.

Very truly yours,

WARREN NORTHWEST, INC.

(Signed) J. R. Wininger

J. R. Wininger
President

JRW:dle

RECEIVED

FOR FILING

MONTANA
OREGON

S-229(3)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 28, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Project No. S-229(3) Alder Creek-Philomath Section of the Alsea Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project an be secured.

As this project is tied in with a State financed project, our concurrence in award must be with the understanding that Federal participation will be limited to the lowest responsible bid on the Federal Aid portion.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

[illegible]IVED FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

March 20, 1951

County Court of Benton County
Corvallis, Oregon

Gentlemen:

Although full information is not as yet at hand relative to regulations pertaining to expenditure of 1952-53 federal-aid secondary highway funds, it may be that one of the requirements will be that county courts concur with the State Highway Commission on federal-aid secondary highway projects (both on state highways and on county roads).

NOTED
W. C. WILLIAMS

One of the projects planned in Benton County is the Alder Creek-Philomath Section of the Alsea Federal-aid Secondary Highway, Federal Project No. S-229 (3). The proposed improvement extends from the east end of the present contracted paving job, about 0.3 mile east of Alder Creek, easterly to the junction with the Corvallis-Newport Highway at Philomath.

The project calls for the widening of the roadbed by state forces where necessary to permit the resurfacing and widening of the existing oiled macadam with new asphaltic concrete pavement, laid from 2½ to 5 inches thick, to a width of 20 feet, flanked with rock shoulders from 1 to 4 feet in width.

This project is necessary in order to replace the present oiled surface, which is inadequate, with a stronger and durable type of wearing surface capable of supporting the loads of the heavy log hauling to which the section is subjected.

We are planning to open bids on the project at the April 12-13 meeting of the State Highway Commission, and, in order that the project not be delayed, your concurrence is respectfully requested. If the above listed project and plans meet with your approval, please advise of your concurrence on the extra copy of this letter and return it immediately to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
MAR 26 1951
OREGON
STATE HIGHWAY COMMISSION

cc Mr. W. C. Williams

- - - - -

March 23, 1951

We hereby concur in the above project.

BENTON COUNTY COURT:

Geo D McBee
County Judge

Walter Schmidt
Commissioner

Aubrey A Bond
Commissioner

FI-35(3) E. Unit, Hood River-Mosier 1951
Sec., Columbia River Hwy.
#3507

RECEIVED
AUG 24 1954
FOR FILING

FI – [illegible] (4)

3507

August 23, 1954

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-40

Dear Sir:

The following is the cost of the work performed by the State in connection with the railroad line change on the Hood River-Mosier Section, as requested in your letter of January 20, 1954:

Contract No. 3507:

General Excavation, Common	178,522.4	Cu. Yds. at	$0.43	$ 76,764.63
General Excavation, Solid Rock	277,106.9	" " "	0.95	263,251.56
Short Overhaul	55,315	Yd. Sta. "	0.015	829.73
Long Overhaul	15	C-Yd. Sta. at	0.60	9.00
18" Extra Str. C.M.P.	108	Lin. Ft. at	6.00	648.00
Signal Pole Holes	9	Holes at	13.86	124.74
State Furnished Rock				369.00
Plank Railroad				751.57
Subtotal				$342,748.23

FI - 174(4)
(- 4)

Contract No. 3562:

Blasting Pole Holes, Dozer Work, et cetera, for Railroad Relocation	2,219.50
Subtotal	$344,967.73
Plus Engineering	11,659.91
TOTAL	$356,627.64

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Deputy State Highway Engineer

HGS:ar me
cc Mr. H. G. Smith

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

AUGUST 10, 1954

(File Ref. D 315-2-40)

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. W. C. Williams,
Deputy State Highway Engineer.

Dear Sir:

Re: Hood River - Mosier Section,
Columbia River Highway

Please refer to my letter of June 29th requesting quantities in line change, above section of highway.

It will be appreciated if you can arrange to furnish these quantities at an early date in order that we may complete our accounting.

Yours very truly,

E. F. Kidder,
Division Engineer

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY
Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

June 29, 1954

D 315-2-40

#4817

Mr. R. H. Baldock, State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Attention: Mr. W. C. Williams,
Deputy State Highway Engineer

Dear Sir: Re: Hood River-Mosier Section of
Columbia River Highway

In order that we may complete our accounting on the line change, it would be appreciated if you will furnish me a statement of quantities, including Engineering, that were involved in the railroad line change on this project.

Yours very truly,

EFKidder
E. F. Kidder
Division Engineer

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
1954

ASSIGNMENT

ate: January 25, 1954 No. 4817 By wcw

Description: Letter of January 20 by E. F. Kidder of the Union Pacific RR Company asking that unit quantities and prices on line change on the Hood River-Mosier Section be furnished the RR Company

Acknowledged by____ Referred to Smith ✓

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- X Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8-19 54 Report Received________

Form 2552
2-52-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 N. Larrabee Avenue
Portland 12, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

JANUARY 20, 1954

File: D 315 - 2 - 40

Mr. R. H. Baldock, State Highway Engr.
Oregon State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Atten: Mr. W. C. Williams,
Ass't. State Highway Engineer

Dear Sir:

HOOD RIVER-MOSIER SECTION OF
COLUMBIA RIVER HIGHWAY

I recently wrote you requesting unit quantities and prices on various line changes through the Columbia River Gorge. However, I find that I failed to ask for information on the line change on the Hood River-Mosier Section.

Will you please furnish me a list of quantities and prices for all work performed by the State in connection with railroad line change?

Yours very truly,

E. F. Kidder

E. F. Kidder,
Division Engineer

RECEIVED
JAN 25 1954
OFFICE OF
STATE HIGHWAY ENGINEER

Office of Superintendent
2525 North Larrabee Avenue
Portland 12, Oregon

JULY 7, 1953

(File: D 315-2-40)

KUCKENBERG CONSTRUCTION COMPANY
11104 N. E. Holman Street
Portland, Oregon

Gentlemen:

Under contract between your company and the Oregon State Highway Commission you are performing work on the Hood River-Mosier Section of the Columbia River Highway in Hood River and Wasco County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to the Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 579126 dated July 1, 1953 in amount of $668.72 covering this damage. Bill No. 579126 covers damage by your operations between M.P. 67 and 68 on May 5, June 3, August 1 and September 13, 1952. Please favor us with payment at your early convenience.

Yours very truly,

J G Kimmell

J. G. Kimmell,
Superintendent

cc:
Glens Falls Indemnity Company
225 S. W. Fourth Avenue
Portland, Oregon
Mr. R. H. Baldock, State Highway Engr.
☞ Oregon State Highway Department
Salem, Oregon
Jewett, Barton, Leavy & Kern,
Lewis Building
Portland, Oregon

3507

April 8th, 1953

NOTED
State Highway Engineer

FINAL COST ANALYSIS

East Unit, Hood River-Mosier Section
Contract #3507

Columbia River Highway
Prefix 33-1022 FI-35(3)

Rock Toe Embankment and Grading
Kuckenberg Construction Company, Contractor
A. V. Benedict, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$ 1,953.32	$ 5,000.00
General Excavation, Common	249,844.5	Cu. Yd.	0.43	0.367	91,844.08	107,433.14
General Excavation, Solid	408,443	" "	0.95	0.903	368,724.61	388,020.85
Short Overhaul	3,048,610	Yd. Sta.	0.015	0.0129	39,396.89	45,729.15
Long Overhaul	86,897	C-Yd. Sta.	0.60	0.508	44,154.51	52,138.20
PA #1, 18" Extra Strength Metal Pipe With Protected Invert	108	Lin. Ft.	6.00	5.13	553.88	648.00
PA #2, Dig Signal Pole Holes	9	Each	13.86	10.95	98.54	124.74
Force Account					1,574.65	1,795.27
					$548,300.48	$600,889.35

Gross Revenue	$600,889.35
Total Cost	548,300.48
Net Profit	$ 52,588.87

Net Profit Equals 8.7% of Gross Revenue

East Unit, Hood River-Mosier
Contract #3507

Detail of Cost

Labor:			
Supervision		$ 16,080.00	
Labor		219,558.65	
Labor Insurance		17,908.54	
			$253,547.19
Material:			
18" Corr. Metal Pipe	108' at $3.32	$ 358.56	
18" " " Bands	4 " 4.49	17.96	
			376.52
Equipment Rental & Misc. Supplies:			
Equipment Rental		$187,779.08	
Gas, Oil & Grease		26,815.30	
Bond		4,958.92	
Railroad Bond		1,221.88	
P.U.C.		2,137.51	
P.L. & P.D. Insurance		2,945.48	
Move In, Freight & Cartage		6,875.00	
Explosives		29,423.55	
Small Tools & Misc. Supplies		11,575.00	
Field Office		1,800.00	
Home Office & Overhead		18,001.15	
Lumber		843.90	
			294,376.77
Total Cost			$548,300.48

Remarks:

This was a "Federal Aid Project" for construction of 2.29 miles of rock toe embankment, construction of 0.33 mile of highway roadbed and 0.45 mile of railroad roadbed.

This project was bid February 26th, 1951, awarded April 19th, work started May 14th, 1951, and project completed October 2nd, 1952.

The contractor started clearing with two D-8 cats and clearing dozers and a crew of 4 to 10 men. The clearing was light and consisted of second growth fir trees and brush. Good progress was made on the clearing, realizing a good profit.

The grading was started with two D-8 cats and carryalls building haul roads east and west from Station 1436 while they were waiting for the Union Pacific Railroad Co. to drive the piling for the underpasses at Stations 1427 and 1447+10. On June 4th, the driving of the piling was completed. On June 23rd, the contractor moved in a 3/4 cu. yd. shovel to excavate from under the railroad tracks. This work was accomplished in one week. Excavation was started again with the two D-8 cats and carryalls hauling the material east through the underpass at Station 1447+10. This equipment was used for a short period, then the contractor moved in one 2½ cu. yd. Northwest shovel and five 10 cu. yd. Euclids July 30th, and on August 27th, an additional 2½ cu. yd. shovel and three 10 cu. yd. Euclids. This equipment was used to excavate and haul the common material east from Station 1447+10 and used inside of the toe wall. The contractor built an electrically-operated turntable to turn the trucks, as the haul road was very narrow. This piece of equipment lasted for only a short period, as one of the large trucks loaded pulled on the machine a little off balance, and in turning the machine it was warped and was never used again. Then turnouts were constructed as required. Good progress was made on the common excavation, and a fair profit was realized.

The contractor started working on the solid excavation with three 500 cu. ft. and one 365 cu. ft. and one 600 cu. ft. compressors and an average of six wagon drills and a crew of 15 men on October 1st, 1951. Slow progress was made on the drilling and blasting. On several occasions the loading and hauling equipment could not operate due to the lack of blasted material.

The shovels operated only about one-half time. While one shovel worked, the other was down for repairs. This was an average throughout the job. When both shovels were in operation and enough rock was drilled and blasted ahead good progress was made.

The haul road was rough at times due to inability to keep the sharp rocks covered with a blanket material, which slowed down the trucks and caused a large amount of tire repair and new tires. On several occasions the fill would slide into the river and would have to be refilled.

On October 6th, 1951, the water level above the Bonneville Dam was raised 6 feet, which flooded the haul road, and the contractor had to start with another lift of rock to keep the hauling equipment out of the water. This delayed the progress of the project to a certain extent.

The contractor had good bid prices, but inability to keep material shot ahead and delays due to breakdowns on shovels and Euclids increased the cost, allowing only a fair profit.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 24, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3507-	16-final	Kuckenberg Constr. Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4958	R-62573	$ 18,852.13	March 23, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Feb. 28, 1952

Time Extensions: Extended to Oct. 16, 1952 without penalty

Completion Date: Oct. 1, 1952

Date Accepted: Oct. 20, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-25-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

acting H. B. Glaisyer
Secretary

Floyd Query
a

Warrant Mailed:
A.A. Wicklander

NOTED ON CARD
3-25-53

RECEIVED
1953
FOR FILING
[illegible]

March 10, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3507 for work performed on the East Unit, Hood River-Mosier Section of the Columbia River Highway in Wasco and Hood River Counties was completed by the contractor, Kuckenberg Construction Co., on October 1, 1952 and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $18,852.13 will be released to the contractor on or after March 20, 1953. The total contract amount is $600,889.35, of which amount $1,795.27 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

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FOR FILING

F1-35(3)

[illegible]

R

November 12, 1952

Kuckenberg Construction Co.
11104 N. E. Holman St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 230 days, from February 28 to October 16, 1952, within which to complete your contract No. 3507 for rock toe embankment and grading on the East Unit of the Hood River-Mosier Section of the Columbia River Highway in Wasco and Hood River Counties.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
11-12-52

RECEIVED
FOR FILING
F1-32(3)
3507

November 7, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Kuckenberg Construction Co. on contract No. 3507, for rock toe embankment and grading on the East Unit, Hood River-Mosier Section of the Columbia River Highway in Wasco and Hood River Counties.

This payment, in the amount of $38,521.42, will be released to the contractor on or after November 17, 1952. The retained percentage is $18,001.15.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

F-1-[illegible]

3507

October 27, 1952

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor Mills Tower
San Francisco, California

Gentlemen:

It is the intention of the State Highway Commission to release to Kuckenberg Construction Company a portion of the funds heretofore retained by the Commission on Contract No. 3507 covering rock toe embankment and grading on the East Unit, Hood River-Mosier Section of the Columbia River Highway in Wasco & Hood River Counties.

This payment, in the amount of $32,779.48, reduces the retained percentage to three percent of the total amount earned by the contractor, or the sum of $16,809.77. The present payment will be released to the contractor on or after November 6th.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc - Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

Acknowledged
[illegible]

RECEIVED
OCT [illegible] 1952
FOR FILING

R

PI-[illegible] (1)

3507

October 16, 1952

Oregon State Highway Commission

Request for extension of time
No. 23
October 20 and 21 meeting

Gentlemen:

Herewith is a request from Kuckenberg Construction Company for an extension of time on Contract No. 3507, East Unit of the Hood River-Mosier Section of the Columbia River Highway, from February 28, 1952 to October 16, 1952.

Bids were received on this contract on February 26, 1951, but the contract was not awarded until April 19 because of railroad agreement difficulties. This occasioned a delay of 53 days. Also, due to the failure of the Railroad Company to construct two underpasses which were necessary to permit the contractor to haul across the road, it was necessary for him to suspend operations from June 15, 1951 to July 7, 1951, for a total of 22 days delay. Total delays, not the fault of the contractor, amount to 75 days.

In addition, the contractor's operations were unquestionably disturbed by the raising of the elevation of Bonneville pool. The Army Engineers, by the placement of stop logs, raised the pool's elevation six feet in order to obtain more power development, and this raise overtopped the contractor's toe wall, causing him to reconstruct the toe wall, which also increased the cost of the project to the State.

The Bureau of Public Roads does not feel that the contractor is entitled to an extension without penalty beyond the 75 days of actual delay, but we feel that the full time extension as is requested by the Kuckenberg Construction Company should be allowed due to both the actual delays and the disruption of his operations by reason of the fluctuation of the Bonneville pool level. This would mean that the Bureau of Public Roads will not pay their portion of the engineering costs required by the extension, which is a nominal amount. We will take up all Federal funds available, regardless.

This matter will be on the next agenda, and I recommend that the extension be granted to October 16, 1952 without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
WCW:me bl

RECEIVED
OCT 7 - 1952
FOR FILING

October 6, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-40

Dear Sir:

This will acknowledge receipt of your registered letter of September 26, advising that railroad property was damaged September 13, 1952 by blasting operations of the Kuckenberg Construction Company, contractor on the East Unit of the Hood River-Mosier Section of the Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

UNION

OFFICE OF SUPERINTENDENT
2525 North Larrabee Ave.,
Portland 12, Oregon

SEPTEMBER 26, 1952

(File No. D 315-2-40)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Glens Falls Indemnity Company
Glens Falls, New York

Glens Falls Indemnity Company
c/o Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

cc: Kuckenberg Construction Co.
11104 N. E. Holman St.
Portland, Oregon

cc: Oregon State Highway Dept.
Atten: Mr. R.H.Baldock,
State Highway Engr.
Salem, Oregon

Gentlemen:

Please refer to Glens Falls Indemnity Company Policy No. SOLT 144489 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the East Unit of the Hood River-Mosier Section of the Columbia River Highway.

In accordance with the policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad property, including eleven (11) signal wires, was damaged September 13, 1952 at M.P. 67.5 by blasting operations of the Highway Contractor, Kuckenberg Construction Co. We expect to present claim for this damage when the amount of damage is determined.

Please acknowledge receipt of this notice?

Yours very truly,

A. McAllister

A. McAllister,
Superintendent

RECEIVED
OCT 7 - 1952
FOR FILING

FI- [illegible]

October 6, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 1, 1952 on Contract No. 3507, East Unit, Hood River-Mosier Section, in connection with Federal Aid Project No. FI-35 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:mlr

cc: John Cattrall

R

Form E-1—10M—11-51

F1-35(3)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 4, 1952, 19

Section East Unit, Hood River - Mosier
Kind of work Rock Toe Embankment and Grading
Highway Columbia River
Section prefix 33-1022
Contractor Kuckenberg Construction Co.
Contract number 3507
Date of contract April 19, 1951, 19
Date of completion Feb. 28, 1952, 19
Date work started May 14, 1951, 19
Estimated date of completion, 19
Amount of contract $ 661,190.00
Per cent of time elapsed 168 %
Estimated cost of completed project, exclusive of engineering $ 644,500
Per cent of contract completed, based on total contract price 80 %
Engineering cost to date $ 19,800, 3.0 %
Date project was completed October 1, 1952, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor had 2 drillers, 2 equipment operators and one foreman Monday and Tuesday. Equipment operators and the foreman finished everything up Wednesday.

All of the equipment except the grader was flagged across the railroad tracks Wednesday and loaded onto a barge for shipment down the river. The grader stayed until 7 P.M. finishing.

FINAL REPORT

RECEIVED
OCT 6 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed A. V. Benedict
Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.61				
Miles partially completed					
Miles completed	1.5				
Total estimated quantities	620,000 C.Y.				
Estimated quantities moved or placed to date	620,000 C.Y.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	10				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ..1...., Bulldozers ..2...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Calm-Clear		
Monday	-do-		
Tuesday	-do-		
Wednesday	-do-		
Thursday	-do-		
Friday	-do-		
Saturday			

FORM 2553
1-48-300M

FOR FILING

UNION PACIFIC RAILROAD COMPANY

OFFICE OF DIVISION ENGINEER
2525 N. Larrabee Avenue
Portland 12, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

SEPTEMBER 26, 1952

(Refer to File D 315-2-40)

Mr. R. H. Baldock, State Highway Engr.
Oregon State Highway Department
Salem, Oregon

Dear Sir:

HOOD RIVER-MOSIER SECTION, COLUMBIA RIVER HWY.

Attached in quadruplicate is Railroad Company's bill No. 590337 in the amount of $4,709.04 covering expenses incurred by the Railroad on the above project. This is first partial billing on this project.

Will you please review the bill and if satisfactory, place in line for payment?

Very truly yours,

E F Kidder

E. F. Kidder,
Division Engineer

enc.

RECEIVED
SEP 30 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

ASS ENT

N 3136
wcw

Sept. 30, 1952

ription: **Letter of Sept. 26 by Union Pacific Railroad Company (E. F. Kidder) attaching RR Bill #590337 in quadruplicate in amount of $4,709.04 covering expenses incurred by RR Co. on Hood River-Mosier Section**

Acknowledged by _____ Referred to __**Gardner** ✓________

W. C. WILLIAM

Investigate and report with recommendation
XX ~~Investigation,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO W. C. WILLIAMS

Assign. slip Ret'd.
Assignment executed 10-1-52 Report received ________

Remarks: Bill being processed for payt

RECEIVED
SEP 30 1952
FOR FILING

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[illegible]

September 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3527, E. Unit, Hood River - Mosier Section of the Columbia River Highway, Ore. FI-35 (3), from February 28th, 1952 to October 16th, 1952, to Kuckenberg Construction Company, contractor.

Bids were opened on this project on February 16th, but the contract was not awarded until April 19th. The Railroad Company was to assist in the placing of an underpass for the haul of materials under the railroad and did not supply the necessary materials for nearly a two months period. This delay forced the contractor to operate during the period when the pool level of the Bonneville Dam was considerably higher than normal.

In view of these reasons, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
FOR FILING

4435 (3)

3507

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FORM 2552
7-49-100M

UNION PACIFIC RAILROAD COMPANY

2525 North Larrabee Street
Portland 12, Oregon
July 16, 1952

Mr. W. C. Williams
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RETURN TO
W. C. WILLIAMS

Dear Sir:

Your letter of July 8th, regarding Columbia River Highway construction.

I will arrange to assemble material so that it will be available for the Kuckenberg section. However, before we will lay any track, the grading, including all scaling of the cut, must be completed and accepted by me. I will not go along with scaling under traffic.

My observation and information from my inspectors would indicate that the Mitchell Point section would not be ready for track before August 1st. Material will be made available as promptly as possible. We will want to assure ourselves, of course, that proper settlement has taken place before we get on the new grade, as we do not want to be confronted with any unusual settlement under traffic.

I will arrange to inspect both jobs either the latter part of this week or early next week and advise you how we contemplate handling.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer.

NOTED
H. G. SMITH

RECEIVED
JUL 1[illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

4435 (3)
3507

GNMENT

No. 3
By wcw

July 18, 1952

escription: Letter from E. F. Kidder, Union Pacific Railroad dated July 16 re laying of track on the Mitchell Point and Kuckenberg section.

Acknowledged by _____ Referred to Mr. H. G. Smith ✓

Investigate and report with recommendation
xxx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 8/ /52 Report received

W. C. WIL

Remarks: No action necessary

RECEIVED
JUL [illegible] 1952
FOR FILING

July 8, 1952

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Street
Portland 12, Oregon

Dear Sir:

We anticipate that the Kuckenberg Construction Company will be through with the cut from Station 1415 to Station 1455 on the Hood River-Mosier Section of the Columbia River Highway by August 1, and we would appreciate it very much if you would assemble your material and make arrangements to lay your track through the cut as soon as the contractor finishes.

On the Wygant Park-Hood River Section, it is anticipated that the Guy F. Atkinson Company will be through with the fill around Mitchell Point by July 15 and material may be assembled for that job. There is some little work to be done on the rock slopes of Mitchell Point to widen it for the highway, and I assume Mr. Atkinson is anxious to get the track moved as soon as possible. I presume the size of your crew will be limited and you cannot work in both places at once. If that be so, we would prefer that nothing be done which would interfere with the laying of the track at the Kuckenberg Construction Company's cut as soon as it is ready, as the progress of Parker-Schram Company and the General Construction Company is involved in getting the track moved as soon as possible.

Will you kindly give some study to the track laying on these two jobs and advise us as to your schedule.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

lg

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FOR FILING
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3507

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3552

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
June 24, 1952

C
O
P
Y

SUBJECT:
Estimated Cost, 3 contracts
Hood River - Mosier Section grading

To:

Mr. H. G. Smith,
Construction Engineer,
Salem, Oregon

Dear Sir:

Herewith consolidated statement of estimated cost of the three grading contracts on the Hood River - Mosier Section, Columbia River Highway:

Rock Toe Embankment and Grading, contract No. 3507.

Original and Present authorization	$785,463.75
Clearing and Grubbing	5,000
Excavation, common, 248,000 cu. yd. a .43	106,640
Excavation, Solid Rock, 372,000 cu. ud. a .95	353,400
Possible overbreak 37,000 cu. yd, a ,95	35,150
Short Overhaul, 3,300,000 Yd. Stas. a .015	49,500
Long Overhaul, 94,000 C-yd, Stas. a .60	56,400
Contingencies	1,410
Railroad facilities	37,000
Engineering	25,000
Estimated Cost	$669,500

Hydraulic Embankment, contract No. 3532.

Original Authorization		$1,208,643.75
Additional Authorization 12/20/51		50,000
Present Authorization		1,258,643.75
Hydraulic Embankment (Original)	4,335,350 co.yd.	
Second Street, Hood River	476,000	
Elimination of Rock Toe (1370-1390)	944,000 cu.yd.	
Mosier Grade Separation	350,650	
Total Hydraulic Embankment,	6,106,000 cu.yd. a .225	1,373,850
Steep Slope Embankment 1212+50 - 1215,	15,611 cu.yd. a .30	4,700
" " Second St. Hood River,	68,700 cu.yd. a .275	18,900
" " Mosier Grade Separation,	66,200 cu. yd. a .275	18,200
Structural Excavation		13,000
Corr. Metal Pipe		38,500
Contingencies		12,000
Engineering		60,000
Estimated Cost		$1,539,150

(2)
Hood River - Mosier Section
Estimate 6-24-52

C
O
P
Y

Topping and Slope Protection, Contract No. 3562.

Original Authorization		$539,550.00
Additional Authorization 12/20/51		195,000.00
Present Authorization		734,550.00
Loose Rock Excavation, 155,000 cu.yd. a .55		85,250
Solid Rock Excavation - Koberg Quarry	240,000 cu. yd.	
Tunnel Cut	145,000	
1284-1288	7,700	
1380-1381	1,300	
Total	349,000 cu.yd, a 1.00	394,000
Short Overhaul, 3,340,000 Yd. Stas. a .01		33,400
Long Overhaul, 239,000 C-yd. Stas. a .45		107,600
Topsoil, 40,000 cu. yd. a .50		20,000
Hauling Topsoil, 70,000 Yd. Mi. a .20		14,000
Seeding, 60 Acres a 125.00		7,500
Contingencies		4,700
Engineering		38,000
Estimated Cost		$704.450

Summary:

Contract No.	Authorized	Probable Cost	Over-run
3507	$ 785,463.75	$ 669,500	— $115,964
3532	1,258,643.75	1,539,150	280,506
3562	734,550.00	704,450	— 30,100
		Net Over-run	$134,420

Very truly,

/s/ A. V. Benedict

A. V. Benedict
Resident Engineer.

cc: Mr. W. B. Chandler

RECEIVED
MAY 29 1952
FOR FILING

Office of Superintendent
2525 North Larrabee Ave.,
Portland 12, Oregon

MAY 22, 1952

(File D 315 - 2 - 40)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Glens Falls Indemnity Company
Glens Falls, New York

Glens Falls Indemnity Company
c/o Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED
W. C. WILLIAMS

cc: Kuckenberg Construction Co.
1110½ N. E. Holman Street
Portland, Oregon

cc: Oregon State Highway Commission
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to Glens Falls Indemnity Company Policy No. SOLT 144489 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the East Unit of the Hood River-Mosier Section of the Columbia River Highway.

In accordance with the policy, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad property, including Bridge 67.53, was damaged May 5, 1952, by the operations of highway contractor, Kuckenberg Construction Co. We expect to present claim for this damage when the amount of damage is determined.

Please acknowledge receipt of this notice.

Yours very truly,

A McAllister

A. McAllister,
Superintendent

files

RECEIVED
JAN 24 1952
FOR FILING

'71 [illegible]

3507

January 23, 1952

Memorandum to the Commission

Attached for your approval is the original and one carbon copy of a supplemental agreement between the O.W.R. and N. Company, Union Pacific Railroad Company, and the State of Oregon providing descriptions stipulated in a previous agreement dated June 1, 1951 and signed by the Commission on April 13, 1951. - See Letter 6-5-51

The original agreement provided that descriptions for the eight encroachments on the Hood River-Mosier Section should be provided in a supplemental agreement which supplemental agreement is attached hereto.

Secretary

FAQ: md
Attach.

RECEIVED
JAN 15 1952
FOR FILING

[illegible]

[illegible]

January 10, 1952

The District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

The contractor on the East Unit, Hood River-Mosier Section, Contract No. 3507, requests that you arrange to shift your tracks to the temporary shoofly between our Stations 1421 and 1427 as soon as the weather moderates, so that he may have access to the rock cut soon after February 1. The grade for the temporary alignment is in place, but the contractor has a few hours finishing work to put in shape for ballast.

You may contact Resident Engineer A. V. Benedict at the Highway Department at The Dalles if you wish to discuss any details.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith
Mr. W. E. Chandler
Mr. A. V. Benedict

RECEIVED
FOR FILING

[illegible]

3507

December 12, 1951

Original in #3562

Oregon State Highway Commission

Gentlemen:

Fifteen years ago, when it was decided to place the new Columbia River Highway in the river between Troutdale and Dodson, it was considered a very bold decision, and many engineers over the country watched the outcome. I might say, in passing, that I was rather nervous about it, myself, because there was no precedent for such action. However, our plan of the heavy toe wall worked out very satisfactorily, and the road that was built withstood the great flood of 1948.

Recently, however, difficulties have developed on the rock toe and grading project on the Hood River-Mosier Section, Contract No. 3507, Kuckenberg Construction Company, which difficulties were not foreseen at the time of taking the bids and, as a result, the project authorization will materially overrun.

Our plans call for the construction of a rock toe wall based upon a pool elevation of 72 feet, which is the design elevation for the normal pool of the Bonneville reservoir. Due to the power shortage in the Northwest in the fall of this year, the Bonneville Administration arranged, through the use of flashboards, to raise the level of the pool six feet above normal. This not only required the raising of the elevation of the toe wall (which increased the amount of rock riprap materially) but likewise caused the washing away through wave action of a considerable amount of materials placed back of the wall, consisting of small rock and earthy materials. We also encountered difficulties in stabilizing the toe of the rock fill due to mud deposits in the botton of the river bed, mainly because some of the material in the rock cut was small rock.

Of the 720,000 cubic years of material in the rock cut which we are moving, there is a deficiency of about 160,000 cubic yards of material suitable to construct the toe wall and rock embankments. This is due to the development of small rock and the presence of clay seams in the cut, which condition was not expected from the preliminary investigation.

To obtain this additional amount it is more economical to use a rock quarry located on the Parker-Schram Company contract, a contract for the placing of riprap for topping on the same Hood River-Mosier Section. It would cost about

$45,000 additional to attempt to secure suitable materials on the Kuckenberg contract. However, the furnishing of the additional materials by Parker-Schram Company will result in an estimated increase in the amount of their contract of $195,000. It is expected that, due to decrease of haul materials, the Kuckenberg contract will be finaled out for a saving of $45,000 which will result in a net overrun of $150,000 in the two contracts. The two contracts total approximately $1,325,000, so that the overrun represents 11.3 per cent of that amount.

The total cost of our contracts this year will be under the authorized amount, and I feel certain that will also be true of the year 1952, but unfortunately there are instances from time to time, such as those above cited, which cause overruns on certain jobs. It is, therefore, respectfully requested that the project authorization on the Parker-Schram contract, No. 3562, be increased $195,000. Any savings on the Kuckenberg contract will automatically be evidenced by the final estimate.

This matter must be decided immediately because if Parker-Schram is to do the work, the Company desires to proceed this winter. The matter will be on the next agenda, and I recommend your favorable action toward increasing the authorization as requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

RHB:hi bl

RECEIVED
SEP 17 1951
FOR FILING

FI-55 (3)

[illegible]

September 7, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the East Unit, Hood River-Mosier Section, Project No. FI-55 (3).

Three copies each of agreements dated April 13, 1951 and June 1, 1951 with the Union Pacific Company covering encroachments and changes in the railroad facilities are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:cw

Oregon State Highway Department

Federal Aid Project No. FI-35 (3)

EAST UNIT, HOOD RIVER-MOSIER SECTION
OF THE COLUMBIA RIVER HIGHWAY
IN HOOD RIVER AND WASCO COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 15, 1951

Type Code 0010

Roadway (Sta. 1338+12.41 to 1389+00)(Sta. 1396+50 to 1485+00)

All Required		Clearing and Grubbing		$ 5,000.00
420,000	cu. yds.	General Excavation, Common	$ 0.43	180,600.00
300,000	cu. yds.	General Excavation, Solid Rock	0.95	285,000.00
3,946,000	yd. stas.	Short Overhaul	0.015	59,190.00
219,000	C-yd. stas.	Long Overhaul	0.60	131,400.00
			Subtotal	$661,190.00
			10% Engr. & Cont.	66,119.00
			Total	$727,309.00

Length	2.640 miles
Cost per mile	$275,495.83

Federal Aid Funds- -	$199,833.00
State Funds- -	527,476.00
	$727,309.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department — Federal Aid Project No. FI-35 (3)

EAST UNIT, HOOD RIVER-MOSIER SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 6, 1951

Type Code 0010

Roadway (Sta. 1338+1241 to 1389+00) (Sta. 1396+50 to 1485+00)

All Required		Clearing and Grubbing		$ 15,000.00
420,000	cu. yds.	General Excavation, Common	$ 0.35	147,000.00
300,000	cu. yds.	General Excavation, Solid Rock	0.85	255,000.00
3,946,000	yd. stas.	Short Overhaul	0.02	78,920.00
219,000	C-Yd. stas.	Long Overhaul	0.50	109,500.00
			Subtotal	$605,420.00
			10% Engr. & Cont.	60,542.00
			Total	$665,962.00

Length	2.640 miles
Cost per mile	$252,258.33

Federal Aid Funds	$199,833.00
State Funds	466,129.00
	$665,962.00

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

February 1, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program
(Previous program)

(Date of approval)

COUNTY Hood River and Wasco

Route No. FA 1

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programed	100	FI-35 (3)	1.1 mi. W. Wasco County Line to 1.6 mi. E. Wasco County Line	Survey-Plans					.62 Gr., Dr., 2.14 mi. Rock Toe Wall
				Right-of-Way					
				Construction	900,000	199,833	700,166		
				TOTAL	900,000	199,833	700,166	2.76	
Requested Revision	100	FI-35 (3)	Same	Survey-Plans					0.33 mi. Gr., Dr., 2.29 mi. Rock Toe Wall
				Right-of-Way					
				Construction	660,115	199,833	460,282		
				TOTAL	660,115	199,833	460,282	2.62	

Program Balance of changes is $ ______ funds subsequent to approval of this and previously recommended

Program Revision Request

Date February 1, 1951

By R. H. Baldock
(State Highway Engineer)

Reason for change: Original estimated cost was too high. Difference in length is due to original programmed length incorrectly including the length of a short section on which no work is to be done under this project.

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

February 1, 1951

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement and one copy of program change to accompany plans and specifications for the East Unit, Hood River-Mosier Section, Project No. FI-35 (3).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWh:gs

Encl.

Oregon State Highway Department   Federal Aid Project No. F1-35 (3)

EAST UNIT, HOOD RIVER-MOSIER SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER AND WASCO COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 1, 1951

Type Code 0010
Roadway (Sta. 1338+1241 to 1389+00) (Sta. 1396+50 to 1485+00)

All Required		Clearing and Grubbing		$ 15,000.00
432,500	cu. yds.	General Excavation, Common	$ 0.35	151,375.00
288,600	cu. yds.	General Excavation, Solid Rock	0.85	245,310.00
3,946,000	yd. stas.	Short Overhaul	0.02	78,920.00
219,000	C-yd. stas.	Long Overhaul	0.50	109,500.00
			Subtotal	$600,105.00
			10% Engr. & Cont.	60,010.50
			Total	$660,115.50

Length	2.640 miles
Cost per mile	$250,043.75

Federal Aid Funds- -	$199,833.00
State Funds- -	460,282.50
	$660,115.50

EAST UNIT, HOOD RIVER-MOSIER SECTION

PROJECT NO. FI-35 (3)

All rights of way have been acquired for this project except completion of the agreement with the Union Pacific Company concerning encroachments on their right of way by the highway roadbed. It is now believed that this agreement can be fully executed within twenty-five days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 1, 1951

FORM E-30 25M 9-49 34892

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 7, 1951

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Below is a revised estimate of cost on the East Unit, Hood River-Mosier Rock Toe Embankment project that is up for letting February 26, 1951:

		$
1. Clearing and Grubbing		20,000
2. Common Exc. 432,500 c. y. @ 40¢		173,000
3. Solid Rock Exc. 288,600 c. y. @ 90¢		259,740
4. Short O. H. 3,946,000 yd. sta. @ 0.01¢		39,460
5. Long O. H. 219,000 C-yd. sta. @ 55¢		120,450
	Subtotal	$612,650
Track Work		7,000
2 Underpasses @ $10,000		20,000
Moving Western Union		1,000
R. R. Watchman		4,000
		$644,650.00
Engineering 12½ %		80,581.25
	Total	$725,231.25

Very truly yours,

WM. E. CHANDLER
Division Engineer

By:
DEAN SWIFT
Assistant Division Engineer

DS:me

Rush

February 6, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Project No. FI-35(3) East Unit, Hood River-Mosier Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending execution of an easement with the Union Pacific R.R. Company covering encroachments upon their right of way.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
FEB 12 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 9 1951
FOR FILING

71-3-(1)

3507

XXXXXXX

THE DALLES
July 3, 1951

E.Unit, Hood River - Mosier Sec.
Contract No. 3507

Kuckenberg Construction Co.,
11104 N.E. Holman Street,
Portland 13, Oregon.

NOTED
W. C. WILLIAMS

Gentlemen:

I am advised that the stringers are now in place on the underpass trestle at station 1447+10, ready for excavation under the tracks to proceed. Bulkhead plank will be placed by railroad company forces as excavation progresses.

Piling is all driven in the underpass at station 1427+00, but caps and stringers have not been placed. The railroad crew will work on this trestle immediately after the Fourth and should complete it before your fill can be extended to it.

A railroad company line crew is now working on the relocation of the telegraph-telephone line South of the tracks.

For your information, water surface elevation on the river today was 84.0 feet.

Very truly,

A.V. Benedict

A.V. Benedict
Resident Engineer.

cc: Mr. W.C. Williams
Mr. H.G. Smith
Mr. Wm. E. Chandler

RECEIVED
JUL 1951
FOR FILING

41-35 (3)

KUCKENBERG CONSTRUCTION CO.

GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
PORTLAND 20, OREGON

BUS. PHONE: KENWOOD 7533

3507

June 29, 1951.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. W. C. Williams,
Assistant State Hwy. Engineer.

Gentlemen:

Your letter of June 22nd referring to progress of trestles to be built by the Union Pacific Railroad on Contract No. 3507 Hood-River - Mosier Section received.

For your information we wish to state that we have been holding the following equipment since May 7, 1951 for use on the above contract:

2 - 80-D N. W. Shovels, 2½ cu.yd. capacity
3 - 500' Compressors (Diesel)
15 - 10-12 c.y. Dump Trucks
4 - Wagon Drills,10 Jackhammers, steel, bits, etc.,
4 - D-8 Tractors with Dozers
2 - 18 yd. Carryalls,
2 - #12 Motor Patrols
1 - 3/4 cu.yd. Dragline
1 - 1½ ton Service Truck
2 - Pickups
2 - Welders, shop equipment, etc.,
1 - Ripper
1 - Mobile office
Storage tanks for gas and diesel, and various construction equipment.

NOTED
W. C. WILLIAMS

Inasmuch as our working season is only about seven months out of each year, and it is this workable weather that we are losing due to the fact that the trestles are not put in according to schedule, we feel that we should be compensated for stand-by rental for all the equipment we are holding for this contract.

Kindly advise us a definite date when we can expect to resume work on this contract.

Very truly yours,

KUCKENBERG CONSTRUCTION COMPANY INC.

Henry Kuckenberg
Henry Kuckenberg, President.

HK:gl
cc: Mr. H. G. Smith

FORM 3010
2-50-5M

RECEIVED
1951
FOR FILING

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

[illegible]

7

June 25, 1951

[illegible]
6-28-51

Mr. W. C. Williams
Asst. State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

(cc: Mr. A. Robinson - Portland)

Dear Sir:

Your letter June 22, 1951, in regard to protection of our communication lines on the Hood River-Mosier Section of the Columbia River Highway:

Our Supervisor of Lines contacted your Resident Engineer several weeks ago and now has the necessary materials on hand. The latter part of this week he will have a gang available and the work will be started.

Yours truly,

L. W. Althof

NOTED
W. C. WILLIAMS

[illegible] Hood [illegible] Mosier

RECEIVED

FOR FILING

[illegible]

2507

June 22, 1951

Mr. L. W. Althof
Resident Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Mr. Henry Kuckenberg, contractor on the Hood River-Mosier Section, is requesting that you move telegraph and other lines of communication where they are in danger of being damaged and where they will interfere with the construction work.

Will you kindly have your Superintendent of Lines go over the job with Mr. A. V. Benedict, Resident Engineer, The Dalles, if he has not already done so, and make arrangements for the duplexing or movement of such lines as he considers necessary. Mr. Benedict's phone number is The Dalles 2215.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
FOR FILING

91 [illegible]
35 7

June 22, 1951

Kuckenberg Construction Company, Inc.
P. O. Box 7407
11104 Northeast Holman Street
Portland 20, Oregon

Attention: Mr. Henry Kuckenberg

Gentlemen:

Mr. L. W. Althof of the Union Pacific Railroad Company has been contacted concerning the progress on the trestles on Contract No. 3507, Hood River-Mosier Section. He advises that they are working as fast as possible, consistent with the heavy train movements and the inability to hire additional experienced men.

We are requesting the Railroad Company to expedite movement of the communication line.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

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FOR FILING
FORM E-30 25M 11-50 44701

FI-[illegible]

3527

730

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21st, 1951

SUBJECT:

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

In regard to Assignment #730, W.W.S., complaint of Henry Kuckenberg that the railroad is unreasonably dilatory in constructing the hauling trestles on the Hood River-Mosier Section.

I called Mr. Althof, and he advised that they have very unusual train movements due to the war effort, and it is impossible to get much time for their pile driver to work on the track. In addition, they are somewhat handicapped by the lack of skilled labor, but they are doing everything possible to further the job.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

ASSIGNMENT

June 19, 1951

No.
By

Description: Letter from Kuckenberg Construction Co., 11104 Northeast Holman Street, Portland 20, Oregon re status of Contract No. 3507, East Unit, Hood River-Mosier Rock Toe Embankment Project.

Acknowledged by ----- Referred to - ~~H. G. Smith~~ ------

Investigate and report with recommendation
✓ Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ------------------ signature

Assignment executed ---- Report received 6-21-1951

Remarks:

PLEASE RETURN TO
W. W. STIFFLER
FOR FILING

KUCKENBERG CONSTRUCTION CO.
GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
PORTLAND 20, OREGON

BUS. PHONE:
KENWOOD 7533

Contract #3507
Hood River-Mosier.

June 18, 1951.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. W. C. Williams.

Gentlemen:

We wish to advise you on June 15, 1951 we have shut down operations on our Contract #3507, East Unit, Hood River-Mosier, Rock Toe Embankment contract for the reason that the Railroad have not completed the trestles in accordance with the contract, which stated they would complete trestles within thirty days after being notified by the Contractor that construction of the trestles was desired.

On June 15 they had driven the piles for one trestle, but had not placed caps or stringers. Work on the second Trestle has not started. We also request that they move telegraph lines and other lines of communication where they will be in danger of being damaged or where they interfere with our construction work. We trust this delay will not throw us into bad weather, or that it will in any way increase cost in our operations.

We would appreciate advice from you when these trestles will be completed in order that we may continue work on our contract in full force.

Very truly yours,

KUCKENBERG CONSTRUCTION COMPANY INC.

Henry Kuckenberg
Henry Kuckenberg, President.

HK:gl
cc: A. V. Benedict
cc: Hill Lind

RECEIVED
FOR FILING

11-35(3)

3507

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1951

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. W. C. Williams
Assistant State Highway Engineer

We have received in this office a fully executed copy of the agreement between the State Highway Commission and the O. W. R. & N and Union Pacific Railroad Companies covering work (construction of rock toe wall) in Hood River-Mosier Section of the Columbia River Highway in Wasco and Hood River Counties.

This agreement is being filed as railroad agreement No. 370.

Secretary

rn

cc - Mr. G. S. Paxson

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1951
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FI-35 (3)
L. W. ALTHOF
DISTRICT ENGINEER
34-7

FORM 3010
8-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

851 PITTOCK BLOCK
PORTLAND 5, OREGON

June 5, 1951

91-2

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Attached is the State's fully executed copy of agreement dated April 13, 1951, covering certain work in Hood River - Mosier Section of the Columbia River Highway in Wasco and Hood River Counties (construction of rock toe wall).

Yours truly,

L. W. Althof

cc: Mr. L. A. Collins
Mr. R. F. Shields
Mr. D. J. Callahan
Mr. A. McAllister

FR. H 340

REFERRED TO
[illegible]
BY SECRETARY

to file
notify those interested
Williams
Paxson - [illegible]

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JUN 1 1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 1, 1951

FI - [illegible]

[illegible]

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Co.
851 Pittock Block
Portland 5, Oregon

Dear Sir:

The State Highway Commission has executed agreements covering encroachments on Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company property between Hood River and Mosier, and these agreements, together with necessary exhibits, are being delivered by messenger, this date, to your office.

It is our understanding that local officials of the Union Pacific Railroad Company have authority to grant immediate permit of entry to the Oregon State Highway Commission for this section as was done on the rock toe wall portion of the same section.

In conformance therewith, we respectfully request that you grant immediate permit of entry on the basis of the executed agreement, which agreement shall be subject to such changes as may be required upon execution by your higher authority.

The contractor will not be permitted entry upon railroad property until the necessary insurance specified in the agreement has been furnished and approved by the Railroad Company.

It is of extreme necessity to the Highway Commission that this contract be awarded without further delay, and we, therefore, ask that you issue to us the permit of entry as of the date of June 4.

Very truly yours,

R. H. Baldock
State Highway Engineer

Copy in FI-174 (11)
FI- 35 (4)
~~#~~ 3532

cc Mr. W. C. Williams /

RECEIVED
18 1951
FOR FILING

FI-35(3)

3507

May 16, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on May 14, 1951 on Contract No. 3507, East Unit, Hood River-Mosier Section, in connection with Federal Aid Project No. FI-35 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

DBP:plc

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FOR FILING

II-55(2)

[illegible]

May 7, 1951

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 3507, which was awarded to you on April 19, 1951, by the State Highway Commission, covering rock toe embankment and grading on the E. Unit, Hood River-Mosier Section of the Columbia River Highway in Wasco and Hood River Counties. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ehr

Recorded 5/7/5

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MAY 7 1951
FOR FILING

FORM 3010
3-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

May 1, 1951

91-2

FI-[illegible]

2507

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

Dear Sir:

Your letter April 19, 1951:

We now have authority to proceed with construction of temporary underpasses at Stations 1427+00 and 1447+00 and matter will be expedited all possible.

I assume we will be furnished with copy of your contract with Kuckenberg at the proper time. He has not as yet tendered any insurance.

Yours truly,

LWAlthof

L. W. Althof

[illegible]CEIVED
FOR FILING

FI-35(3)

3507

April 19, 1951

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland 16, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3507 for rock toe embankment and highway roadbed construction on the East Unit, Hood River-Mosier Section of the Columbia River Highway in Wasco and Hood River Counties. This award was based on your low bid of $661,190.00 submitted on February 26, 1951.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☐	SERIAL	☐
DAY LETTER	☐	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	DEFERRED	☐
CODE	☐	NIGHT LETTER	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland 16, Oregon

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR EAST UNIT, HOOD RIVER-MOSIER SECTION OF COLUMBIA RIVER HIGHWAY, WASCO AND HOOD RIVER COUNTIES, BASED ON YOUR LOW BID SUBMITTED FEBRUARY 26. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

RECEIVED
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FOR FILING

[illegible]

[illegible]

April 19, 1951

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
351 Pittock Block
Portland 5, Oregon

Dear Sir:

Will you please arrange to install the hauling underpasses at Stations 1427+00 and 1447+00 on the Hood River-Mosier Section?

Inasmuch as the State Highway Department is paying for the construction of these underpasses, it would not appear to me to be necessary to wait until the approval of Kuckenberg's bond and all the other details incidental to the contractor's operations. If these can be put in immediately, it would seem that considerable time could be saved in starting the job. We will very much appreciate your expediting this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS me

cc Mr. H. G. Smith

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

RECEIVED
APR [illegible] 1951
FOR FILING

April 19, 1951

91-2

FI 35(3)

3507

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to your letter April 18, 1951:

Temporary agreement between the State and the Railroads covering construction of rock toe wall on that portion of the Hood River Section of the Columbia River Highway, which was executed by the State Highway Commission under date of April 13, 1951, is being submitted to our principals for execution on the part of the Railroads.

With the understanding that the State will cooperate in any modifications or changes in this agreement which may be required by Executive Officers of the Railroad, and the further understanding that insurance satisfactory to the Railroad will be furnished by the Contractor before any work is commenced, authority for entering Railroad property is hereby granted.

Yours truly,

L. W. Althof

NOTED
W. C. WILLIAMS

cc: Mr. L. A. Collins
Mr. R. F. Shields
Mr. D. J. Callahan
Mr. A. McAllister

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STATE [illegible] COMMISSION

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R 19 1951
FOR FILING

April 18, 1951

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Your File: 91-2

Dear Sir:

With reference to the agreement pertaining to right of entry to certain railroad property on the Hood River-Mosier Section of the Columbia River Highway, please be advised that the agreement should be dated April 13, 1951. The Highway Commission, at its meeting in Portland, signed the agreement on April 13.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

April 17, 1951

91-2

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Assistant State Highway Engineer

Dear Sir:

Re: Hood River-Mosier Section, Columbia River Highway.

In looking over the agreement recently executed by the Highway Commission for the purpose of obtaining entry to certain Railroad property on the above project, which was returned with your letter of April 16th, it is noted that the date of the agreement on the top of Page One has not been filled in. Will you please advise me what date should be inserted and authorize me to insert it in the duplicate originals of the agreement.

Yours very truly,

L. W. Althof

make it the 13th
when the commission [illegible]
[illegible]

RECEIVED
APR 18 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON
FI-35(3)
3557

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

April 19, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your telegram of today advising that all required rights of entry have been acquired for Oregon Project FI-35(3), East Unit, Hood River-Mosier Section of the Columbia River Highway, we hereby concur as of this date in award of contract to Kuckenberg Construction Company of Portland, who submitted the low bid for this project at the bid opening of February 26, 1951.

Please furnish us the usual three copies of easement agreement with the Union Pacific Railroad Company before preparation of the project agreement estimate.

Very truly yours,

C G Polk

C. G. POLK
Acting District Engineer

TIC SERVICE
e class of service desired;
therwise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM	☒	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired;
otherwise this message will be
sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 19, 1951

MR. C. G. POLK
ACTING DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
201 FINANCIAL CENTER BUILDING
233 S. W.6th AVENUE
PORTLAND, OREGON

YOUR CONCURRENCE REQUESTED AWARD TODAY CONTRACT ROCK TOE CONSTRUCTION ON EAST UNIT, HOOD RIVER-MOSIER PROJECT TO KUCKENBERG CONSTRUCTION COMPANY OF PORTLAND. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

RECEIVED
FOR FILING

April 18, 1951

Hutton

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Mr Hutton
in Mr Collins
office
Monday
May 14

Dear Sir:

It is our understanding that local officials of the Union Pacific Railroad Company have authority to grant immediate permit of entry to the Oregon State Highway Commission for that portion of the Hood River-Mosier Section on which a rock toe wall is to be constructed. A temporary agreement in which the State Highway Commission agrees to execute the usual form of encroachment agreement when fully prepared has been executed by the State Highway Commission under date of April 13. We request that you grant immediate permit of entry on the basis of this temporary agreement, subject to such changes as may be required upon execution by your higher authority.

Lynch

The contractor will not be permitted entry upon railroad property until the necessary insurance specified in the agreement has been furnished and approved by the Railroad Company.

In conformance with the above, will you please issue immediate permit of entry.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams

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JUN 4 - 1951
FOR FILING

F I - 55(3)

26-7

files

April 16, 1951

COPY

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Your File 91-2

Re: Hood River-Mosier Section

Dear Sir:

I attach hereto duplicate originals of an agreement prepared for the purpose of granting the State permission to enter upon certain railroad property to construct rock toe embankment.

Both copies have been fully executed by the Oregon State Highway Commission, and we respectfully request that you now extend to us an immediate permit of entry on the property involved.

The contractor, of course, will not be permitted to enter upon the property until necessary insurance, etc. has been furnished to the Railroad Company.

We will appreciate your returning one copy when the execution is completed by the Railroad Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

filed RR# 370
6-7-51

WCW:me

Encl.

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FOR FILING

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[illegible]

April 16, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Your File 91-2

Re: Hood River-Mosier Section

Dear Sir:

I attach hereto duplicate originals of an agreement prepared for the purpose of granting the State permission to enter upon certain railroad property to construct rock toe embankment.

Both copies have been fully executed by the Oregon State Highway Commission, and we respectfully request that you now extend to us an immediate permit of entry on the property involved.

The contractor, of course, will not be permitted to enter upon the property until necessary insurance, etc. has been furnished to the Railroad Company.

We will appreciate your returning one copy when the execution is completed by the Railroad Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

Signed by Commission 4/12/51

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

April 11, 1951

91-2

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

(cc: Mr. L. A. Collins - Portland)

Dear Sir:

Re; Hood River - Mosier Section, Columbia River Highway.

Attached are duplicate originals of an agreement prepared for the purpose of granting the State permission to enter upon certain Railroad property to construct rock toe embankment.

Please review the document and if satisfactory arrange for its execution upon the part of the Highway Commission, after which both documents should be returned to me for submission to my principals. When execution is completed one original will be returned to you for your records.

Yours very truly,

NOTED
W. C. WILLIAMS

L. W. Althof

RECEIVED
APR 2 - 1951
FOR FILING

FI-3 5(3)

5367

March 30, 1951

Mr. R. H. Baldock

In connection with the attached telegram, Mr. Althof called me by telephone and advised that they were making arrangements to grant us a very early permit of entry for the section covering the rock toe wall embankment for which bids were received at a previous letting. We should have this permit of entry within a few days.

They will process plans for the balance of the Hood River-Mosier Section and hope to be able to give us a permit of entry for the balance which will be necessary for the hydraulic fill work within a reasonable time. The contacts with Omaha seem to have borne excellent results.

W. C. Williams

WCW:hi
Attach.

Telegram read by Southern Pacific Company over phone 3-30-51:

OMAHA NEB

R. H. BALDOCK
STATE HIGHWAY ENGINEER
OREGON STATE HIGHWAY COMMISSION

YOUR LETTER 22nd RELATIVE TO ENTRY PERMIT HOOD RIVER TO MOSIER SECTION STOP I WILL BE OFF THE PROPERTY FOR A COUPLE OF WEEKS AND THEREFORE RESPECTFULLY REQUEST YOU PROGRESS THIS MATTER THROUGH MY GENERAL MANAGER MR L A COLLINS AT PORTLAND

P J LYNCH

(Read at 3:45 p.m. Confirmation to be here Monday, April 2)

NOTED
W. G. WILLIAMS

RECEIVED
[illegible] 1951
~~FOR~~ FOR FILING

MONTANA
OREGON
[illegible]
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

FI-35(3)

[illegible]

February 6, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Project No. FI-35(3) East Unit, Hood River-Mosier Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending execution of an easement with the Union Pacific R.R. Company covering encroachments upon their right of way.

Very truly yours,

T M Davis
T. M. DAVIS
District Engineer

RECEIVED
FEB 12 1951
OREGON
STATE HIGHWAY COMMISSION

FILING

January 30, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad
Pittock Building
Portland, Oregon

Dear Sir:

We are forwarding under separate cover two sets of the preliminary plans, rock toe and railroad work on the Hood River-Mosier Section of the Columbia River Highway.

The final plans will probably be complete within the next ten days or two weeks at which time copy will be furnished to you. It is not anticipated that there will be much change over these preliminary sets which we are forwarding.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: H. G. Smith

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5 1951
FILING

January 29, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

I am attaching a sketch showing the Roberts projection and our crossing of the existing highway about a mile east of Mosier. We had thought it possible to space our piers in such a way that they would fit both the existing highway and the Roberts projection, but we find that it would make a very long and expensive span, so that I have made a projection using 1° and 2° curves, which shows it possible to use your existing tangent at the point of crossing and still get an adequate alignment.

May we have your approval to basing the crossing structure design on the existing tracks and not upon the old Roberts projection.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

cc Mr. H. G. Smith

RECEIVED
JAN 19 1951
FOR FILING

FI-35(3)

35-7

January 15, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Herewith three prints of the alignment and cross section and three prints of our Drawing No. 9786 which shows the proposed trestles to carry the Union Pacific railroad tracks over the hauling road which we will use to bring in material for the toe wall of the new highway embankment between Hood River and Mosier.

It is our understanding that these structures are to be constructed by railroad company forces and that the State will reimburse the railroad company for the cost thereof. Since these trestles will be used only during the construction of the adjacent highway section, it is our opinion that untreated lumber will be suitable.

It would be appreciated if you would examine these plans and advise as to their suitability.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached
GSP:gm
cc G. S. Paxson

RECEIVED
FOR FILING

FI 35(3)

2507

C
O
P
Y

November 8, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter concerning our recently submitted Supplemental Postwar Federal-aid Primary Highways Program containing two items, Item No. 99, Cedar Point-Coquille Section, F-172 (6), and Item No. 100, Hood River-Mosier Section, FI-35 (3).

7

Your approval of this supplemental program is requested with the definite understanding that no 1952 federal-aid funds are to be used on either of the two projects concerned and with full knowledge that the federal funds available for the projects are not and will not be sufficient to permit federal cooperation at near the legal pro rata.

Your approval of the program on that basis is desired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

Original filed in Federal Aid Project F-172 (7)
Contract #3464'

Bureau of Public Roads
Division Eight

C
O
P
Y

November 6, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' letter of October 18th submitting a Supplemental Postwar Federal-aid Primary Highway (Rural) Program containing two items, Item No. 99, Cedar Point-Coquille Section, (F-172(6) and Item No. 100, Hood River Mosier Section FI-35 (3).

We note that Project FI-35 (3) is considerably larger than necessary to absorb the available unprogrammed Primary balance, however, from your letter you anticipate considerable amounts of primary funds may be released from other projects which can be applied to this project, and you apparently have no in intention of ultimately using 1952 Federal aid funds in financing this project.

In forwarding this supplemental program we indicated there might be a possibility of your later requesting the use of 1952 Federal-aid Funds on at least the Hood River-Mosier project. This question is now apparently definitely settled and we are advised, "that 1952 funds may not be used for projects awarded before apportionment is made."

In this instance since apportionment will be made soon you may wish to defer advertising for two or three weeks since it seems unlikely you will have sufficient refends and other savings to permit Federal cooperation at near the legal prorata. Is has also been suggested the possible temporary withdrawal of other Federal-aid primary projects, which will not be advanced to contract until after the apportionment is made, be investigated with the view of providing more Federal-aid funds for the two projects under discussion.

We will appreciate a prompt reply as to your wishes in this matter since program action is being withheld at Western Headquarters pending further advice.

Very truly yours,

/s/ T. M. Davis
T. M. Davis
District Engineer

TMD:re

Original filed in Federal Aid Project F-172 (7)
Contract #3464

C
O
P
Y

October 18, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are submitting under separate cover a list of projects (Items 99 and 100) proposed for inclusion in Oregon's Federal-aid Primary Highway Program and are sending therewith maps showing the position of the projects on the federal-aid primary system.

Traffic information, information relating to grade crossings and brief descriptions of the projects are being enclosed herewith.

Project FI-35 (3) is a considerably larger project than is necessary to take up the available unprogrammed primary funds, but we anticipate some considerable amounts of primary funds to be released soon from projects already under contract or programmed and desire to be in position totake them up without making any further additions to the program. Also the project is one which we desire to contract at once and without awaiting the apportionment of 1952 federal-aid funds. We have no intention of ultimately using 1952 federal-aid funds in the financing of the project.

We are in hopes that approval of the projects can be obtained in time to permit our receiving bids at a letting to be held about December 21.

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs
Encl.

Original filed in Federal Aid Project F-172 (7)
Contract #3464

FI-35(3) . Unit, Hood River-Mosier 1957
Sec.
3507 FINAL AUDIT

Salem, Oregon **September 4** , 19**57**

STATE OF OREGON

To **Union Pacific Railroad Co.** , Dr.
Omaha 2, Nebraska

Project **Hood River-Mosier Sec.**

Highway Comm. Agreement No. **370&372**

Sub-Division No. ______

Ry. Company's Agreement No. **Audit 75780 & 75415**

Estimate No. **9 Final**

Period Covered **7/52 + 12/53**

Prefix & Acct. No. **33-1022**

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 590337	4709.04	4709.04	
" 597357	38575.08	38575.08	
" 690475	8018.70	8018.70	
Supplemental to 597359	375.85	375.85	
Bill 621483	4041.45	4041.45	
" 639563	21452.00	21452.00	
" 602566	26782.21	26782.21	
Supplemental to 621483	260.60	260.60	
Bill 707247	110641.83	110641.83	
Deductions per audit statement attached.	-1131.33		-1131.33
Totals	213725.43	214856.76	-1131.33
Retained **No** %	-o-	21485.68	+21485.68
Total Payments	213725.43	193371.08	20354.35

Pay This Estimate $ **20354.35**

Computed by ______ Checked by ______

Approved Field Engr. ______

Previous Voucher No. ______

Approved:

Bridge Office Engineer

24-22 July 25, 1957

MEMORANDUM to accompany Final
Voucher for the State of Oregon
Project RF1-35(6)

Amount Submitted	$244,837.00
Amount Deducted	$ 4,215.00
Amount Allowable	$240,622.00

Necessary corrections have been made and the voucher is being approved in the amount allowable.

C. H. Smith, Accountant
Bureau of Public Roads

ITEMS ELIMINATED

UNION PACIFIC RAILROAD COMPANY BILL NO. 602566, $26,782.21; $10,772.60 (participating this project)

1. The following charges occasioned by operations of the State's contractor on the project are not eligible for Federal participation under the provisions of Section 13-a of PPM 30-3.

Sheet 3:		
F. B. Pendleton-Protect Signal Wires while blasting 14 hrs. at 1.963	$27.48	
4:		
L. E. Roundy Patrolling Signal Line 10 hrs. at $1.963	19.63	
5:		
L. E. Roundy Patrolling Signal Line 4 hrs. at $1.983	7.93	
Vacation allowance 3%, $55.04	1.65	
RRR & UI Tax 6% on $56.69	3.40	
Insurance 4%	2.27	
Sub-total		$62.36
Page 3: Patrolling telegraph line		
Lineman 14 hrs. at 1.891	$26.47	
Vacation 3%	.79	
RRR & UI Tax 6% on $27.26	1.64	
Insurance 4% on 27.26	1.09	
Sub-total		$29.99
Total		$ 92.35

[illegible]

(cont. on page 2).

2. Materials used in and recovered from the temporary telegraph line have in some instances been credited in the billing at current value new unit prices and in other instances have been credited at unit prices less than the current value new less the applicable allowance for temporary use provided by Section 10.c of PPM 30-3. Deduction is made as follows of the difference between the amount credited and that required for these materials:

TELEGRAPH LINE TEMPORARY MATERIAL

		As Credited		Credit Required		
		Unit Price	Total	Unit Price	Total	
147 ea.	Steel Pins Standard	$0.17	$ 24.99	$0.153	$ 22.49	
26 ea.	Guy clamp 3 bolt	.11	2.86	.099	2.57	
26 ea.	Insulators for shackles	.26	6.76	.468	12.17	
10000 ft.	Wire tw. pr. #14	.03	300.00	.054	540.00	
22	Solderless Connectors					
	#4	.19	4.18	---	-----	
64	" " #6	.15	9.60	----	------	
125	" " #9	.14	17.50	-----	----	
28	Crossarms 10 pin 10 ft.	2.47	69.16	2.745	76.86	
56	" Bolts 20"			.297	16.63	
6	" " 20"	.19	11.78	.387	2.32	
8	" " 16"	.17	1.36	. 36	2.88	
450	Washers	.01	4.50	.054	24.30	
300	Stand 3/8"	.03	9.00	.045	13.50	
400	" 5/16"	.03	12.00	.045	18.00	
56	Carriage Bolts 3/8" X 4"	.06	3.36	.027	1.51	
30	Lag Screws	.10	3.00	.018	.54	
			$480.05		$733.57	
Deduction						$253.52

3. The billing allows credit for scrap copper and iron wire recovered from the old permanent telegraph line in an amount greater than that charged for wire installed in new line. To partially offset the deductions made above, credit is allowed as follows:

Permanent Materials

		As Credited			Credit Required		
		Unit Price	Total		Unit Price	Total	
495#	Copper Wire #9	.29	$143.55	425#	.16	68.00	
	Copperweld #9			70#	.30	21.00	
270#	Iron Wire #8	.11	29.70	150#	.05	7.50	
				120#	.06	7.20	
			$173.25			$103.70	
Credit							$ 69.55 CR

(Cont. on page #3)

4. Credit in the amount of $84.00 has been allowed in the billing for poles removed from temporary use and removed from the old existing line. Under the provisions of sections 10.c.(1).(b) and 10.d.(3).(a) of PPM 30-3, the credit required is current value new less 15%. Deduction is made as follows for the difference between the credit allowed and the credit required.

Signal Line

	As credited		Credit Required		
	Unit Price	Total	Unit Price	Total	
1 Class 3 - 35' F.T. Line Pole	$ 21.00	$ 21.00	$23.90	$23.90	
1 " 3 - 35' F.T. " " Scrap				$23.90	
1 " 3 - 40' F.T. " Pole scrap			33.65	33.65	
1 " 50' B.T. " Pole scrap			41.25	41.25	
1 " 3 - 35' F.T. " Pole scrap			23.90	23.90	
1 " 3- 35' F.T. " Pole scrap				23.90	
4 " 3 - 30' F.T. " Pole scrap	15.75	63.00	(15.75 (13.85	31.00 27.70	
				$229.20	
		Less 15%		34.38	
		$84.00		$194.82	
Deduction					$110.82

5. Second-hand 3½" boiler tubing was charged to the project at 80% of its new value. This tubing was recovered from the temporary installation and credited at scrap value. The underlying records do not show the circumstances under which the conduit was recoverable in other than usable condition. Deduction is made of the additional credit required under the provisions of Section 10.c.(1).(g) of PPM 30-3.

Credit Required			
930' S.H. 3½ boiler tubing @ $1.03	$957.90		
Less 10%	95.79		
		$862.11	
Credit allowed in bill		125.55	
Deduction			$736.56

6. On page 17 is a charge for handling of recovered material, 5% of $1,999.62 or $99.98. This item is ineligible for Federal participation under the provisions of Section 10.F. of PPM 30-3.

Deduction $ 99.98

(Cont. on page 4)

7. The bill submitted by the railroad included the cost of flagging expense chargeable to the State's contractor. In preparing the claim for Federal participation, the State omitted the non-participating salaries and wages of watchmen and flagmen. Inadvertently, however, the applicable vacation allowances, railroad retirement and unemployment insurance taxes, workmen's compensation insurance and public liability insurance charges were not omitted from the claim. Deduction is made of the following payroll loadings:

Non-participating flagging labor:		
Straight time salaries and wages	$4,061.39	
Overtime	1,657.89	
Total salaries and wages	$5,719.28	
Vacation allowances 3% of $4,061.39	121.84	
	$5,841.12	
6% RRR & UI Taxes 3% Workmen's compensation 1% Public Liability 10%	$ 584.11	
Total ineligible Flagging	$6,425.23	
Not claimed for participation by State	5,719.28	no claim adj
Deduction		$ 705.95
Total of Items 1 thru 7 above		$1,929.63
Amount applicable to Shogren over-crossing, 22.5%		$ 434.17

8. Included in the voucher in connection with contract No. 3639, Rock Creek bridge, Station 1496/58 to 1497/78 is a charge of $6,035.67 from bill No. 602506, for work performed by the Union Pacific Railroad Company on the Mosier over-crossing structure of the railroad tracks on the "connection road". The structure on the connection road was disapproved for Federal participation and was deleted from the program to be financed with Federal funds. Therefore, the amount claimed for the railroad work is non-participation. Deduction $6,035.67

Total deduction, Union Pacific Railroad billing $6,469.84

9. Included in the claim for construction engineering on contract No. 3636 are salary charges for Hood River section maintenance crew, State voucher No. 15034, July 1952, in the amount of $73.95. This charge has not been supported as being eligible for Federal participation under the provisions of Section 1.16 of the Federal-aid regulations. Deduction $ 73.95

10. Contract No. 3791 provided for completion of the work on or before May 31, 1953. However, the contract work was not finished until June 9, 1953. The State granted the contractor an extension of time for the overrun period with the provision that the contractor would reimburse the State for the engineering

costs incurred during this period. The State deducted costs totalling $10.55 from payments to the contractor. The underlying records, however, show that costs totalling at least $339.32 were incurred by construction engineering personnel during the period June 1 to June 9. Section 7-3 of the governing State specifications provides that "the contractor will reimburse the State for engineering expense incurred in connection with the work during the period of the extension (not to exceed $25.00 per day)." Deduction is made as liquidated damages of the following amount:

Contract 3791:

Engineering expense - May 31-June 9.
State voucher 13185-June 1953

R. W. Ellison, Res. Br. Engr:		
June 1-9, 9 days @ $426.00 Mo.	$127.79	
C. W. Lockberg, Bridge Insp.:		
June 1-4, June 6-9, 8 days @ $350.00 Mo.	93.33	
R. W. Norton, Bridge Insp.:		
June 1-9, 9 days @ $394.00 Mo.	118.20	
Total of above	$ 339.32	
Overrun, June 1-9, 9 days at $25.00	$ 225.00	
Less engineering deducted	10.55	
Deduction		$ 214.45

11. The total participating costs in which Federal funds have been claimed is shown on the face of the voucher as $394,073.63. The total participating costs supported by the detailed items on the inside of the voucher is $394,046.52. Deduction is made of the unsupported amount which represents liquidated damages credited but inadvertently included in the total on the face of the voucher $ 27.11

Total deduction	$6,785.35
Net deduction in even dollars @ 62.13%	$4,215.00
Total allowable Federal funds on the project	$240,622.00

1131.33

FORM E-123 50M REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 10, 1956

Union Pacific Railroad Company
1416 Dodge Street
Omaha 2, Nebraska

Attn: Mr. L. V. Peart, Auditor of General & Station Accounts

Gentlemen:

RE: Hood River - Mosier Section
Agreement Audit 75415 & 75780

This is in answer to your inquires of February 14, and August 20, concerning bills for work done on the above project.

We have copies of Bureau of Public Roads audit reports on bills 6[illegible]2566, 639563 and 707247, also a copy of your letter of May 14, 1956 explaining some of the items cited in the audit reports. Both documents, along with comments of local Bureau of Public Roads officials, have been forwarded to the Washington office of the Bureau of Public Roads for final reviews. No further steps will be taken toward final settlement on these bills until we receive final review report of Bureau of Public Roads.

Bills 621483, 609475, 597357 and 590337 were not audited as they appeared satisfactory to this office. We could release retained percentage held on these bill at this time, but would prefer to hold same until we have final review on audited bills.

Very truly yours,

P. M. Stephenson
Bridge Engineer

[illegible]G/kcs
cc: C. [illegible] Gardner

UNION PACIFIC RAILROAD COMPANY
Accounting Department

C
O
P
Y

Omaha 2, Nebraska

May 14, 1956

G 13-0

Mr. F. E. Andrews,
Division Engineer,
Department of Commerce,
Bureau of Public Roads,
Division 8,
P. O. Box 3900,
Portland 9, Oregon.

Dear Sir:

This refers to your letter dated March 5, 1956 and our bills collectible audit Nos. 602566 and 639563 versus the State of Oregon.

In connection with Field Auditor L. W. Richardson's report, we concur in paragraphs 1, 2, 3a, 3b and 5.

Our Superintendent advises as follows:

Page 2, Item 3 C, Bill No. 602566, - We reported five scrap poles as released. In the removal of these poles, they were sawed off at the ground level, as we did not have available equipment necessary to pull the poles. Sawing them off makes them unfit for any further use to us; therefore, no credit should be allowed for them.

Page 2, Item 4, Bill No. 602566 - The credit allowed for 1888' of scrap 19 conductor #14 cable is correct. This cable was cut into four pieces and installed as follows: M.P. 69.1, 390'; M.P. 62.6, 520'; M.P. 63, 400'; M.P. 70.3, 578' - total feet, 1888. As it was necessary to place this cable underground in secondhand pipe and upon recovering same, it was found damaged to such an extent that it was unfit for any further use, and was scrapped accordingly.

Credit allowed for value of 3-1/2" boiler tubing should be at 90% of value of the material charged out. In other words, they should pay 10% for use of same.

Regarding the item of 400' of two conductor #6 cable, reports received from our signal foreman indicated the cable released was unfit for further use and was scrapped accordingly.

Page 3, Item 1, - Bill No. 639563 - This covers material used that was necessary because of the extension of pipe lines to the new relocated water tank.

Page 3, Item 2, Bill No. 707247 - In the construction of the overpass concrete piers, they were installed in a location which cut off the trainmen's view of the station train order signal; therefore, it was necessary to install an electrically operated train order signal across the tracks from the depot and, as far as we are concerned, no actual betterment is involved.

Page 3, Item 3, Bill No. 639563 - In the arrangement and extension of pipe lines to serve the water tank in its relocated position, it was necessary to remove the old frost box and construct another in a new location; therefore, the charges as made are correct.

Yours truly,

L. V. PEART

III - 35(6) = #3909

Head, [illegible] Mandible

+ right [illegible] proj.

Geo. E. Berry

Form FA-2

SUBMIT IN QUADRUPLICATE

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
FINANCE AND MANAGEMENT

STATEMENT OF ITEMS FOR ADMINISTRATIVE REVIEW

Field audit has been made of Final (First, second, etc.) PR-20 Voucher on Oregon Project No. BFI-35 (6) for the period from February 1, 1952 to May 31, 1954, submitted for $ 244,837.00

and the Division Engineer's recommendations are requested on the following items:

ITEM	DESCRIPTION, ETC.		AMOUNT
	Union Pacific Railroad Company Bill No. 602,566:		
1	This bill covers costs incurred by the railroad in connection with 4 structures constructed by the State. Certain costs incurred in connection with flagging have been indicated on the bill as non-participating. These costs aggregate $6,398.99 which is slightly larger than the computations in red (evidently by the Bureau auditor) due to failure to include $2.62 shown as overtime pay on Page 9 of bill. Due to the manner in which the records were maintained it is impractical to properly allocate costs to the different structures. Where the records indicated costs are chargeable to certain structures, this information has been noted on the bill.		
2	The following costs were evidently occasioned by the contractor's operations and may be ineligible for Federal participation.		
	Sheet 3 F. B. Pendleton-Protect Signal Wires while blasting 14 hrs. at 1.963	$27.48	
	4 L. E. Roundy Patrolling Signal Line 10 hrs. at $1.963	19.63	
	5 L. E. Roundy Patrolling Signal Line 4 hrs. at $1.983	7.93	
	Vacation allowance 3%	$1.65	
	RRR & UI Tax 6% on $56.69	3.40	
	Insurance 4%	2.27	$62.36
3	There is attached hereto Schedule "A" which adjusts credits allowed for certain materials recovered from permanent and temporary installations of telegraph and signal lines in accordance with Sections 10c&d of P&PM 30-6:		

I recommend DEDUCTIONS from the voucher of items Nos. ____________

I recommend SUSPENSION from the voucher, pending further investigation and report of items Nos. ____________

I recommend PAYMENT to the State of items Nos. ____________

____
Division Engineer.

LWR
L. W. Richardson Division *Field Auditor.*

Omaha, Nebraska
(Place)

February 3, 1956
(Date)

Form FA-2-a

JBMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon Project/Docket No. BFI-35 (6) Sheet 2

GPO 8-13484

Item *Description, etc.* *Amount*

a. Telegraph Line-Temporary Materials-As billed $480.05 cr.
As Audited 733.57 cr.
$253.52

The audited figures reflect current cost less 15%. The bill improperly allowed credit for solderless connectors which are not salvagable.

b. Telegraph Line-Permanent Materials. Credits for copper and iron wire removed from permanent line is in excess of that charged for wire used in restoring line $173.25 - $103.70 69.55 cr.

c. Credits allowed for poles used in temporary signal line and removed and for those retired and replaced in permanent line have been adjusted to reflect a 15% depreciation or loss of service life. $194.82 - 93.00 $101.82 $285.79

4 Credit has been allowed for the scrap value, $45.40, of 1888 ft. 19 Cond. #14 Cable billed at a cost of $1226.04. This material was used in temporary signal line changes and it appears that in view of the short time it was used, it should have been recovered in condition for further use. 930 ft. of 3½" boiler tubing SH was billed at $1.03 per ft., $957.90, and recovered as scrap, $125.55. The price billed for new 3½" galvanized Pipe Conduit was $1.28. The later material was recovered and credited at $1.19 per ft. The railroad should be asked to investigate the value of the salvaged cable as well as the price charged for the boiler tubing and the credit allowed. This also applies to 400 ft. of 2 cond. #6 cable which was installed new at a cost of $92.00 and released as scrap with a credit of $6.50.

5 Handling on Material Released 5% of $1,999.62 $99.88
This is contrary to Section 10-f of PPM 30-6.

SCHEDULE "A"
TELEGRAPH LINE
TEMPORARY MATERIAL

Union Pacific Bill No. 602566

		Credit Allowed			Audited	
		Unit Price	Total		Unit Price	Total
147 ea.	Steel Pins Standard	$0.17	$24.99		$0.153	$22.49
26 ea.	Guy clamp 3 bolt	.11	2.86		.099	2.57
26 ea.	Insulators for shackles	.26	6.76		.468	12.17
10000 ft.	wire tw.pr. #14	.03	300.00		.054	540.00
22	Solderless Connectors #4	.19	4.18		-	-
64	" " #6	.15	9.60		-	-
125	" " #9	.14	17.50		-	-
28	Crossarms 10 pin 10 ft.	2.47	69.16		2.745	76.86
56	" Bolts 20"				.297	16.63
6	" " 20"	.19	11.78		.3 87	2.32
8	" " 16"	.17	1.36		.36	2.88
450	Washers	.01	4.50		.054	24.30
300	Stand 3/8"	.03	9.00		.045	13.50
400	" 5/16"	.03	12.00		.045	18.00
56	Carriage Bolts 3/8" x 4"	.06	3.36		.027	1.51
30	Lag Screws	.10	3.00		.018	.54
			$480.05			$733.57
	Permanent Materials					
495#	Copper Wire #9	.29	$143.55	425#	.16	68.00
	Copperweld #9			70#	.30	21.00
270#	Iron Wire #8	.11	29.70	150#	.05	7.50
				120#	.06	7.20
			$173.25			$103.70
	Signal line					
1	Class 3 - 35' F.T. Line Pole	$21.00	$21.00		$23.90	$23.90
1	" 3 - 35' F.T. " " scrap					23.90
1	" 3 - 40' F.T. " " "				33.65	33.65
1	" 50' B.T. " " "				41.25	41.25
1	" 3 - 35' F.T. " " "				23.90	23.90
1	" 3 - 35' F.T. " " "					23.90
4	" 3 - 30' W.T.	15.75	63.00		15.75	31.00
					13.85	27.70
						$229.20
				Less 15%		34.38
			$93.00			$194.82
			$746.30			$932.09
						$185.79

Form FA-2

SUBMIT IN QUADRUPLICATE

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
FINANCE AND MANAGEMENT

STATEMENT OF ITEMS FOR ADMINISTRATIVE REVIEW

Field audit has been made of Final (First, second, etc.) PR-20 Voucher on Oregon Project No. BFI-174(16) for the period from March 1, 1952 to December 15, 1952, submitted for $ 81,000.00

and the Division Engineer's recommendations are requested on the following items:

ITEM	DESCRIPTION, ETC.		AMOUNT
	Union Pacific Railroad Company Bill No. 639563:		
1	Page 9 - 2 ea. 4" C.I. screwed gate valves at $30.17	$60.34	
	4 ea. 2" gate valves at 36.46	145.84	
	1 ea. 4" Compound water meter SH	430.00	$636.18
	The railroad should furnish information as to whether the above were replacements for which salvage credits should or should not be allowed or additional materials necessitated by the relocation of the water tank.		
	Union Pacific Rail Company Bill No. 707247:		
2	Page 27-Materials used to install Train Order Signal These materials have apparently not been considered by the State in computing the costs of this work. A credit of $25.00 has been allowed on Page 43 of bill for SH mechanical train order signal complete. It was learned it is the practice of the railroad to change all mechanical train signals to automatic and all or part of the above materials were used for this purpose. The railroad should advise what materials were required for the betterment.		333.89
3	Page 31 - 1 ea. N. circular frost box comp.	$351.00	
	3 ea. N Frost box assembly 12.56 ea.	37.68	388.68
	The frost box was apparently a replacement since there is a charge for removing old frost box, etc. from water tank on Page 1 of Bill No. 639563. The railroad should be requested to furnish further information.		

I recommend DEDUCTIONS from the voucher of items Nos.

I recommend SUSPENSION from the voucher, pending further investigation and report of items Nos.

I recommend PAYMENT to the State of items Nos.

Division Engineer.

LWR
L. W. Richardson, Division Field Auditor.

Omaha, Nebraska
(Place)

February 3, 1956
(Date)

Totals

```
    0 5 7 0 0 0 1
    0 1 4 5 0 0 0
      4 1 0 1 7 5
      8 0 1 0 7 0
    3 0 0 5 0 0 5
      4 7 0 9 0 4
  1 1 0 0 4 1 0 5
  0 1 4,1 0 7.4 1 *
```

Audited

```
602566 -      0 5 7 3 0 0 1
330563 ·      0 1 4 5 2 0 0
[illegible] 1 1 0 0 4 1 0 5
            1 7 0 0 7 0 0 4 *
```

Not Audited

```
621483 ok       4 1 0 1 7 5
60[illegible] ok    8 0 1 0 7 0
502357 ok     3 0 0 5 0 9 5
503357          4 7 0 9 0 4
              3 0,7 0 0 0.4 0 *
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  1 7 0 0 7 1 0 4
    7 0 0 0 0 4 0
7 [illegible] 6
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[illegible] Mosier Inc

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	5659	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	32-1022	32-1025	[illegible]-1026
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2513	[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	12,000
[illegible]			[illegible]	[illegible]		[illegible]	[illegible]

[illegible]	[illegible]			[illegible]	[illegible]		[illegible] 721 18	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		
[illegible]	[illegible]					[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		
[illegible]	[illegible]		[illegible]			19812 35		
[illegible]	[illegible]		[illegible]	[illegible]		[illegible]		
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1112 95

Salem, Oregon October 4, 1955

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project Hood River - Mosier Sec.

Highway Comm. Agreement No. 370 & 372

Sub-Division No.

Ry. Company's Agreement No. Audit 75780 & 75415

Estimate No. 8

Period Covered 7-52 - 12-53

Prefix & Acct. No. See Invoice

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 590337	4,709.04	4,709.04	
597357	38,575.08	38,575.08	
690475	8,018.70	8,018.70	
Supp. to 597359	375.85	375.85	
Bill 621483	4,041.45	4,041.45	
639563	21,452.00	21,452.00	
602566	26,782.21	26,782.21	
Supp. to 621483	260.60	260.60	
Bill 707247	110,641.83		110,641.83
Totals	214,856.76	104,214.93	110,641.83
Retained 10 %	21,485.68	10,421.49	11,064.19
Total Payments	193,371.08	93,793.44	99,577.64

Computed by ______ Checked by ______

Pay This Estimate $ 99,577.64

Approved Field Engr. ______

Approved:

Previous Voucher No. ______

Bridge Office Engineer

UNION PACIFIC RAILROAD COMPANY
ACCOUNTING DEPARTMENT

FORM 280
5-55-25M

R. M. SUTTON, VICE PRESIDENT AND GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. V. PEART, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

L. C. CHAMBERLIN, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA,

September 29, 1955

G 13-0

Oregon State Highway Dept.,
Salem, Oregon

Attention: Mr. G. S. Paxton, Assistant
State Highway Engineer.

Dear Sir:

This refers to your letter dated August 22, 1955 and our bills collectible Audit Nos. 707247 and 597357.

Investigation by this office and our Telegraph Department reveals there is no duplication of charges and proper credit for materials released has been allowed.

Please note that the amount included in bill number 707247 pages 34 and 35 represented "Amount depreciable and chargeable to State of Oregon 15% of $466.03 or $69.90 and 10% of $1,859.86 or $185.99" and not the full value for material used in temporary plant over mountains, therefore, no credit is allowable.

Yours truly,

L. V. PEART

RECEIVED
OCT 3 - 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
[illegible] 1955
OREGON
STATE HIGHWAY COMMISSION

FORM 2-123 50M REVISED 2-53

[redacted]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 22, 1955

Union Pacific Railroad Company
Omaha 2, Nebraska

Attention: Mr. L. V. Peart
Auditor of General and Station Accounts

Gentlemen:

Material listed as being used in "temporary plant over mountain," pages 34 and 35 of your Bill No. 707-247, appears to be a duplication of material billed for "relocate pole line," pages 12 and 13 of your Bill No. 597-357.

Our information is that the temporary line was removed when construction of the permanent line along the new tracks was completed. If such is the case, we should have a credit rather than a charge for this material.

Will you please investigate and advise us as to proper billing for this material. We are holding payment on the entire bill until we hear from you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

CAG/ds

cc C. A. Gardner ✓

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
July 1, 1955

SUBJECT:

To:

Mr. C.A. Gardner,
Bridge Office Engineer,
Salem, Oregon.

Dear Sir:

Herewith Union Pacific Railroad Bill No. 707247, which I have cut down $2,325.89 because of duplication in billings for the temporary telegraph line over the mountain around the "Kuckenberg" cut, see sheets 34 & 35.

This line was built in ~~March~~ JULY, 1951, at which time we were charged for the material used and credited with salvage value of the material in the old line along the railroad. On the present bill, they list substantially the same bill of material, then charge us 15% for the use of part of it and 10% for use of the balance. I have cut off this charge and assumed the 85% and 90% respectively as salvage value. There is also a 5% handling charge buried in the bill that I cannot very well segregate.

I am including a print of a portion of our right of way map on which I have penciled the general location of the telegraph line in question.

I am enclosing a detailed breakdown of the billing for use of the bridge engineer who approves the $2,331.89 I have left for him.

Very truly,

A.V. Benedict
A.V. Benedict,
Resident Engineer.

cc: Mr. D.W. Swift

RECEIVED
[illegible]

Form E-40

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

[illegible] 707247

			44-013	[illegible]	14-020	53-022	53-1036	Tot
Labor [illegible]		[illegible]	44.205	[illegible]	45.50	57470.42	89.18	67107.45
[illegible]		[illegible]	624.[illegible]	[illegible]	222.08	8047.93		9081.45
[illegible]			3236.18	1571^{42}	1773.97	67518.35	89.18	76189^{10}
[illegible] 26-27				618.64		[illegible]		1566.33
[illegible] 37-39					4294^{49}	44015^{68}		44445^{17}
[illegible] k	40-42					3115.03		3115.03
[illegible]		[illegible]		[illegible]				122.91
Cuts [illegible]					55^{00}	3^{90}		58^{90}
Mat'l [illegible]	43-47							[illegible]
Loco Rental	40					35--12		3814.12
Mill		40	20.86	9.21	9^{25}	590.48		629.80
	Totals		5257^{04}	2372^{18}	2242^{71}	100730^{72}	89.18	110641^{83}

Form E-46

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Sh	14-1013	14-1014	14-1020	33-1022	33-1026		Total	
1	279.20	50.01	351.91	240.29			921.41	
2	728.83	105.95	600.99	121.81	89.18		1646.76	
3	977.57	[illegible]		[illegible]			1500.65	
4	285.24	388.52		2572.02			3245.78	
5	57.33	[illegible]		2776.85			2851.57	
6	1249.59	263.56		631.38			2144.53	
7		163.94	338.32	1122.76			1625.02	
8				2776.63			2776.63	
9				3946.95			3946.95	
10				3691.29			3691.29	
11				5749.83			5749.83	
12				1713.59			1713.59	
13				1895.28			1895.28	
14		1902		1324.87			1343.89	
15				6691.40			6691.40	
16				4894.79			4894.79	
17				878.95			878.95	
18				[illegible]			762.92	
19				1121.01			1121.01	
20		122.04		4535.64			4657.68	
21			260.67	2388.83			2649.50	
22				4292.07			4292.07	
23				1638.83			1638.83	
24	1032.29			2889.16			3921.45	
25				555.87			555.87	67107.65
	4617.05	1384.11	1551.89	59480.42 59470.42	8918			

U.P.R.R. Bill No. 707247

Sh. No. or Item	Total Amount	33-1022 -281	33-1022 -285	14-1013 -284	14-1014 -284	Other
1.	921.41	240.29		279.20	50.01	351.91
2.	1646.76	121.81		728.83	105.95	690.17
3.	1550.65	377.40		979.57	193.68	
4.	3245.18	20.00	2551.42	285.24	388.52	
5.	2851.57	56.53	2660.32	57.33	77.39	
6.	2144.53		631.38	1249.59	263.56	
7.	1625.05		1123.76		162.94	
8	2766.63		2766.63			
9.	3946.95		3946.95			
10.	3691.29		3691.29			
11.	5749.83		5749.83			
12.	1713.59		1713.59			
13.	1895.28		1895.28			
14.	1543.89		1324.87		19.02	
15.	6691.40		6691.40			
16.	4894.79		4894.79			
17.	878.95		878.95			
18.	762.92		762.92			
19.	1121.01		1121.01			
20.	4657.68		4535.64		122.04	
21.	2649.50		2388.83			260.67
22.	4291.07		4291.07			
23.	1638.83		1638.83			
24.	3921.45		2889.16	1032.29		
25.	555.87	17.94	537.93			
Sub-total	67,107.65	784.57	58,685.85	4612.05	1384.11	1641.07
P/R Tax	9,081.45	106.17	7,941.76	624.13	187.31	222.08
Total Labor	76,189.10	890.74	66,627.61	5.236.18	1,571.42	1,863.15
Exp a/c	1,566.33		947.69		618.64	
Materials	44,189.28		43,759.79			429.49
Credit	21,169.53		21,144.53			25.00
Equipment	3,237.94		3,115.03		122.91	
"	3,314.12		3,314.12			
Outside Work	58.90		3.90			55.00
Sub-Total	107,886.14	890.74	97,123.61	5,236.18	2,312.97	2,322.64
Billing	428.76	3.51	388.93	20.66	9.21	9.25
Totals	108,315.94	894.25	97,512.54	5,257.04	2,322.18	2,331.89

TO A.V. Benedict DATE 6/6/55

Heres another slug of RR money (UP bill 707247) on Hood R.- Mosier Sec. Please check out what you can and return to me and I'll get the men to work on it- Return 2 copies

SIGNED Gardner

PLEASE REPLY HERE

TO DATE

2 copies to Ben

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

NO. 220

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

JUNE 2, 1955
(File D 315 - 2 - 40)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Hood River - Mosier Section,
Columbia River Highway

Attached in quadruplicate is Union Pacific Railroad Company bill No. 707247 dated May 26, 1955 in the amount of $110,641.83, covering expenses incurred by the Railroad in relocating its facilities and for furnishing flagmen and watchmen service on the above-mentioned section of highway.

Please examine the bill and if satisfactory place in line for payment.

Yours very truly,

E. F. Kidder

E. F. Kidder,
Division Engineer

encs.

RECEIVED
JUN 6 - 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JUN 3 1955
OFFICE OF
STATE HIGHWAY ENGINEER

1-54-100M

Form 130 A

State of Oregon
State Highway Commission
Salem, Oregon

QUADRUPLICATE

BILL NO.	707247
MONTH'S ACCOUNT	5-1955
JF DEPT. NO.	3853
DATE MADE	MAY 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expense incurred by our forces making line change, rearranging signal line and rock protection fences, relocating water tank, furnish watchmen and flagmen account reconstruction of Columbia River Highway between Hood River and Mosier, Oregon for the State of Oregon per Contract Audit No. 75780, dated June 1, 1951. Our Work Order 6678-OW.	
Detail attached	110641 83
The records supporting the charges in this bill are located in the office of the Auditor of Disbursements, Omaha, Nebraska.	

12-1013 [illegible]
12-1014 [illegible] 2 15
12-1020 2142 71
12-1022 100730 22
12-1026 89 18

110641 [illegible]

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

2

UNION PACIFIC RAILROAD COMPANY

Expense incurred by our forces making line change, rearranging signal line and rock protection fences, relocating water tank, furnish watchmen and flagmen account reconstruction of Columbia River Highway between Hood River and Mosier, Oregon for the State of Oregon per Contract Audit No. 75780, dated June 1, 1951. Our Work Order 6678-OW.

Fourth and Final Progressive billing:
Period July 1952 to December 1953, inclusive:
Billed under provisions of General Administrative Memorandum No. 299 and subsequent amendments thereto:

LABOR:
July 1952

PR701-1, Supt. Ore.	
Inspect highway construction	
Engineer Inspector - 5 days @ 445.00 mo. (22 da.)	101.14
PR701-2, Supt. Ore.	
Inspect highway construction	
Engineer Inspector - 6 days @ 445.00 mo. (22 da.)	121.36
PR712-1, Signal Gang 787, (C. M. Thompson)	
Patrolling line M.P. 62 to M.P. 70	
Signalman - 36 hrs. @ 1.983 hr.	71.39
Late blasting by Kukenberg	
Signalman - 2 hrs. @ 2.9445 hr. O.T.	5.89
PR712-2, Signal Gang 782, (Melvin H. Allen)	
Protecting lines and cutting power	
Signal Maintainer - 6 hrs. @ 1.983 hr.	11.90
Replacing train order board acct. new bridge.	
Foreman - 2 days @ 436.64 mo. (22 da.)	39.69
Signalmen - 96 hrs. @ 1.983 hr.	190.37
Asst. Signalmen - 32 hrs. @ 1.719 hr.	55.01
Signal Helper - 40 hrs. @ 1.671 hr.	66.84
Patrolling line M.P. 62 to M.P. 70	
Signalman - 36 hrs. @ 1.983 hr.	71.39
" - 6 hrs. @ 2.9745 hr. O.T.	17.85
PR713-1 & 2, Section Gang 11, Earl J. Metsker)	
Roadway watchman - M.P. 66.75	
Laborer - 24 hrs. @ 1.515 hr.	36.36
" - 6 hrs. @ 2.275 hr. O.T.	13.65
Surface, line, shift, etc. M.P. 64 to M.P. 68	
Foreman - 54 hrs. @ 313.96 mo. (22 da.)	96.33
" - 8 hrs. @ 2.78 hr. O.T.	22.24

OK

020-215

Rag

Laborers - 366 hrs. @ 1.515 hr.	554.49	
" - 12 hrs. @ 1.479 "	17.75	
" - 12 hrs. @ 2.22 " O.T.	26.64	
PR612-2, Pocatello Signal Shop		ok
Work up electric train order signal		
Relay repairman - 40 hrs. @ 2.055 hr.	82.20	
PR Telegraph Dept. Gang 015		
Patrolling telegraph line M.P. 62.8 to M.P. 70.46		
Lineman - 68 hrs. @ 1.911 hr.	129.95	

August 1952

PR701-1, Supt. Ore.		
Inspect highway construction		
Engr. Inspector - 5 days @ 445.00 Mo. (21 da.)	105.95	
PR701-2, Supt. Ore.		
Inspect highway construction		
Engr. Inspector - 5 days @ 445.00 mo. (21 da.)	105.95	
PR712-1, Signal Dept.		
Protect and repair signal lines M.P. 69.7 to M.P. 70.4		
Signalman - 30 hrs. @ 1.983 hr.	59.49	
" - 1 hr. @ 2.9445 O.T.	2.94	
PR712-1, Signal Gang 781, (H. R. Thomas)		
Move train order board at Hood River		ok
Foreman - 28 hrs. @ 436.64 mo. (26 da.)	58.78	
Signalman - 96 hrs. @ 1.983 hr.	190.37	
Asst. Signalman - 48 hrs. @ 1.767 hr.	84.82	
" " - 16 hrs. @ 1.863 hr.	29.81	
PR712-1, Signal Gang, (V. L. Richards)		
Install train order signal Hood River		
Gen. Signal Foreman - 8 hrs. @ 484.54 mo. (31 da.)	15.63	
Signal Clerk - 8 hrs. @ 1.9135 hr.	15.31	
PR712-2, Signal Dept. F. S. Pendleton		
Patrolling and inspecting wires M.P. 67.33 to M.P. 68.22		
Signalman - 8 hrs. @ 1.983 hr.	15.86	
PR712-2 Signal Dept. W. E. Andrews		
Protecting signal lines M.P. 69.7 to M.P. 70.4		
Signalman - 12 hrs. @ 1.983 hr.	23.80	
" - 1 hr. @ 2.9445 hr. O.T.	2.95	
PR712-2, Signal Dept. V. L. Richards		
Move train order signal Hood River		ok
Gen. Signal Foreman - 40 hrs. @ 484.54 mo. (31 da.)	78.15	
Signal Clerk - 24 hrs. @ 1.9135 hr.	45.92	

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PR712-2, Signal Dept. W. G. Gross	
Patrol & protect signal line	
Signal Maintainer - 20 hrs. @ 1.983 hr.	39.66
" " - 2 " @ 2.9745 " O.T.	5.95
PR713-1 & 2, Section Gang 11 (Earl J. Metsker)	
Surface & line track M.P. 64 to M.P. 68.25	
Foreman - 68 hrs. @ 313.96 mo. (21 da.)	127.08
" - 21 " @ 2.78 hr. O.T.	58.38
Laborers - 194 hrs. @ 1.515 hr.	293.91
" - 128 " @ 1.479 hr.	189.31
" - 10 " @ 2.275 hr. O.T.	22.75
" - 33 " @ 2.235 hr. O.T.	73.76
PR Teleg. Dept. Gang 015	
Patroll telegraph line M.P. 62.8 to M.P. 70.46	
Lineman - 54 hrs. @ 1.911 hr.	103.19
" - 2 " @ 2.867 " O.T.	5.73
September 1952	
PR701-1, Supt. Ore.	
Inspect highway construction	
Engr. Inspector - 5 days @ 445.00 mo. (21 da.)	105.95
PR701-2, Supt. Ore.	
Inspect highway construction	
Engr. Inspector - 4 days @ 445.00 mo. (21 da.)	84.76
Trav. Engr. Accountant - 1 day @ 410.00 mo. (21 da.)	19.52
PR712 Signal Dept.	
Patrol and protect lines M.P. 68	
Signal Maintainer - 11 hrs. @ 1.983 hr.	21.81
Patrol, inspect and protect lines M.P. 67.33 to M.P. 68.22	
Signalman - 18 hrs. @ 1.983 hr.	35.69
" - 3½ hrs. @ 2.9745 hr.	10.41
PR712-1, Signal Gang 782	
Install braces in lieu of guy lines	
Foreman - 1 day @ 436.64 mo. (26 da.)	16.79
Signalmen - 72 hrs. @ 1.983 hr.	142.78
Asst. Signalmen - 8 hrs. @ 1.743 hrs.	13.94
" " - 16 " @ 1.719 hr.	27.50
Signal Helper - 8 hrs. @ 1.671 hr.	13.37
PR712-2, Signal Dept.	
Patrol & inspect lines M.P. 67.33 to 68.22	
Signalmen - 12 hrs. @ 1.983 hr.	23.80
Gen. Signal Foreman - 4 days @ 484.54 mo. (30 da.)	64.61

Ray

PR712-2, Signal Gang 782	
Dig holes, set poles, install guy rods, etc.	
Foreman - 6 days @ 436.64 mo. (26 da.)	100.76
Signalmen - 392 hrs. @ 1.983 hr.	777.34
Asst. Signalmen - 32 hrs. @ 1.743 hr.	55.78
" " - 80 hrs. @ 1.719 "	137.52
Signal Helper - 40 hrs. @ 1.671 hr.	66.84
Move instrument case & install signal	
Foreman - 2 days @ 436.64 mo. (26 da.)	33.59
Signalmen - 160 hrs. @ 1.983 hr.	317.28
Asst. Signalmen - 16 hrs. @ 1.743 hr.	27.89
" " - 32 hrs. @ 1.719 hr.	55.01
Signal Helper - 16 hrs. @ 1.671 hr.	26.74
Delayed account train at Hood River	
n Signalmen - 5 hrs. @ 2.9745 hr. O.T.	14.87
Signal Helper - 1 hr. @ 2.5065 hr. O.T.	2.51
Cutting into service of new signal, etc.	
Foreman - 2 days @ 436.64 mo. (26da.)	33.59
Signalmen - 80 hrs. @ 1.983 hr.	158.64
Asst. Signalmen - 8 hrs. @ 1.743 hr.	13.94
" " - 16 hr. @ 1.719 hr.	27.50
Signal Helper - 8 hrs. @ 1.671 hr.	13.37
Digging pole holes	
Foreman - 3 days @ 436.64 mo. (26 da.)	50.38
Signalmen - 232 hrs. @ 1.983 hr.	460.06
Asst. Signalmen - 24 hrs. @ 1.743 hrs.	41.83
" " - 48 hrs. @ 1.719 "	82.51
Signal Helper - 32 hrs. @ 1.671 "	53.47
PR713-1 & 2, Section Gang 11, (Earl J. Metsker)	
Inspect, surface & line track M.P. 64 to M.P. 68	
Foreman - 24 hrs. @ 313.96 mo. (21 da.)	44.85
" 27 " @ 2.78 hr. O.T.	75.06
Laborers - 48 hrs. @ 1.575 hr.	75.60
" - 16 " @ 1.491 hr.	23.86
" - 40 " @ 1.479 hr.	59.16
" - 3 " @ 2.235 hr. O.T.	6.71
Flagging account blasting M.P. 66.75	
Foreman - 34 hrs. @ 313.96 mo. (21 da.)	63.54
" 2 hrs. @ 2.78 hr. O.T.	5.56
Laborers - 130 hrs. @ 1.515 hr.	196.95
" - 66 hrs. @ 1.479 hr.	97.61
" - 8 hrs. @ 2.275 hr. O.T.	18.20
" - 3 hrs. @ 2.22 hr. O.T.	6.66
Flagging account blasting M.P. 68	
Foreman - 2½ hrs. @ 2.78 hr. O.T.	6.95
Laborers - 6 hrs. @ 2.275 hr. O.T.	13.65

Rag

PR Telegraph Dept., Gang 015	
Patrolling telegraph line M.P. 62.8 to M.P. 70.46	
Lineman - 30 hrs. @ 1.911 hr.	57.33

October 1952

PR 701-1, Supt. Ore.	
Inspect highway construction	
Engr. Inspector - 2 days @ 445.00 mo. (23 da.)	38.70
Line change - M.P. 67 to M.P. 68.22	
Trav. Engr. Acct. - 1 day @ 410.00 mo. (23 da.)	17.83
PR701-2, Supt. Ore.	
Inspect highway construction	
Engr. Inspector - 4 days @ 445.00 mo. (23 da.)	77.39
PR712-1, Signal Gang 782, (Melvin H. Allen)	
Digging pole holes & set poles M.P. 67.5 to M.P. 68	
Foreman - 24 hrs. @ 440.81 mo. (27 da.)	48.98
Signalmen - 160 hrs. @ 2.003 hr.	320.48
Asst. Signalman - 16 hrs. @ 1.763 hr.	28.21
" " 32 hrs. @ 1.739 "	55.65
Signal Helper - 32 hrs. @ 1.691 hr.	54.11
PR712-2, Signal Gang 782	
Digging holes and set poles, etc. M.P. 67.4 to M.P. 68	
Foreman - 72 hrs. @ 440.81 mo. (27 da.)	146.94
Signalman - 560 hrs. @ 2.003 hr.	1121.68
Asst. Signalmen - 128 hrs. @ 1.763	225.66
" " - 56 hrs. @ 1.739 hr.	97.38
Signal Helper - 128 hrs. @ 1.691 hr.	216.45
Relocate Signal line M.P. 67 to M.P. 68	
Gen. Signal Foreman - 48 hrs. @ 489.40 mo. (31 da.)	94.72
PR713-2, Extra Gang 750 (Alex Schiel)	
Waiting arrival of outfits	
Foreman - 2 hrs. @ 3.10 hr. O.T.	6.20
Matl. Clerk - 2 hrs. @ 2.73 hr. O.T.	5.46
Welder - 2 hrs. @ 2.935 hr. O.T.	5.87
Truck Oper. - 2 hrs. @ 2.575 O.T.	5.15
P.T.M. Oper. - 4 hrs. @ 2.445 hr. O.T.	9.78
Laborers - 84 hrs. @ 2.25 hr. O.T.	189.00
Line Change	
Foreman - 8 hrs. @ 349.85 mo. (23 da.)	15.21
Matl. Clerk - 8 hrs. @ 308.05 mo. (23 da.)	13.39

Rag

2

Welder - 8 hrs. @ 1.955 hr.			15.64
Truck Oper. - 8 hrs. @ 1.715 hr.			13.72
P.T.M. Oper. - 16 hrs. @ 1.631 hr.			26.10
Laborers - 272 hrs. @ 1.499 hr.			407.73
PR713-2, Loco Crane 0287 (G. Jurgens)			
Handle track material for line change			
Operator - 16 hrs. @ 1.991 hr.			31.86
" - 4½ hrs. @ 2.985 hr.	O.T.		13.43
Helper - 16 hrs. @ 1.655 hr.			26.48
" - 4½ hrs. @ 2.485 hr.	O.T.		11.18
PR713, Section Gang 12, (N. Gaglia)			
Flagging			
Foreman - 4 hrs. @ 1.85 hr.			7.40
Sectionmen - 16 hrs. @ 1.547 hr.			24.75
PR713, Section Gang 11, (Earl J. Metsker)			
Blasting, moving heavy equipment, etc.			
M.P. 66.75			
Foreman - 4 hrs. @ 317.35 mo. (23 da.)			6.90
" - 8 hrs. @ 2.81 hr.	O.T.		22.48
Sectionmen - 84 hrs. @ 1.535 hr.			128.94
" - 36 hrs. @ 2.305 hr.	O.T.		82.98
Flagging heavy equipment over tracks			
Foreman - 3 hrs. @ 2.81 hr.	O.T.		8.43
Sectionmen - 6 hrs. @ 2.305 hr.	O.T.		13.83
Raising, lining and surfacing track			
M.P. 64 to 69			
Foreman - 80 hrs. @ 317.35 mo. (23 da)			137.98
" - 26 hrs. @ 2.81 hr.	O.T.		73.06
Laborers - 166 hrs. @ 1.535 hr.			254.81
" - 316 hrs. @ 1.499 hr.			473.68
" - 62 hrs. @ 2.305 hr.	O.T.		142.91
" - 60 hrs. @ 2.25 hr.	O.T.		135.00
TE905, Work Train Service (F 4967-8)			
Unload ballast and move outfit cars (Loco 2171)			
Trainman - Paist 203 mi @ 14.44		29.31	
Trainman - Elie 203 mi @ 13.07		26.53	
Trainman - Blakeley 203 mi @ 13.07		26.53	
Engineman - Johnson 203 mi @ 15.69		31.85	
Engineman - Sackmaster 203 mi @ 13.71		27.83	
Telegrapher Clerk 8 hrs. @ 1.835 hr.		14.68	
Telegrapher Clerk 5 hrs. @ 2.75 hr.	O.T.	13.75	
Propn. chargeable to this Work Order 50% of 170.48			85.24

Reg

Trainman - Paist		
227 mi. @ 14.44	32.78	
Trainman - Elie		
227 mi. @ 13.07	29.67	
Trainman - Blakeley		
227 mi. @ 13.07	29.67	
Engineer - Johnson		
231 mi. @ 15.69	36.24	
Engineer - Sackmaster		
231 mi. @ 13.71	31.67	

November 1952

PR701-1, Supt. Oregon		
Inspect highway construction		
Engr. Inspector - 4 days @ 445.00 mo. (19 da.)	93.68	
PR701-2, Supt. Ore.		
Inspect highway construction		
Engr. Inspector - 3 days @ 445.00 mo. (19 da.)	70.26	
PR710-2, B & B Gang 712 (C. F. Nearman)		
Repair frost box acct. moving water tank.		
Foreman - 24 hrs. @ 2.3674 hr.	56.82	ok
Carpenter 2nd Class - 24 hr. @ 1.799 hr.	43.18	
Carpenter helper - 144 hrs. @ 1.655 hr.	238.32	
PR712-1, Signal Gang 782 (Melvin H. Allen)		
Construct Signal line change		
Signal Clerk - 24 hrs. @ 489.40 mo. (30 da.)	48.94	
Transfer cross arms & line wire		
Foreman - 32 hrs. @ 440.81 mo. (25 da.)	70.53	
Signalman - 200 hrs. @ 2.003 hr.	400.60	
Asst. Signalman - 48 hrs. @ 1.763 hr.	84.62	
" " - 24 hrs. @ 1.739 hr.	41.74	
Signal Helper - 40 hrs. @ 1.691 hr.	67.64	
Install underground wire etc. M.P. 67.4		
Foreman - 16 hrs. @ 440.81 mo. (25 da.)	35.26	
Signalman - 72 hrs. @ 2.003 hr.	144.22	
Asst. Signalman - 16 hrs. @ 1.763 hr.	28.21	
" " - 8 hrs. @ 1.739 hr.	13.91	
Signal Helper - 16 hrs. @ 1.691 hr.	27.06	

Reg

2

Installing and wiring cut section M.P. 67.6	
Foreman - 16 hrs. @ 440.81 mo. (25 da.)	35.26
Signalman - 136 hrs. @ 2.003 hr.	272.41
Asst. Signalman - 32 hrs. @ 1.763 hr.	56.42
Asst. Signalman - 16 hrs. @ 1.739 hr.	27.82
Signal Helper - 32 hrs. @ 1.691 hr.	54.11
Digging holes and setting poles M.P. 67.4	
Foreman - 24 hrs. @ 440.81 (25 da.)	52.90
Signalman - 128 hrs. @ 2.003 hr.	256.38
Asst. Signalman - 32 hrs. @ 1.763 hr.	56.42
Asst. Signalman - 16 hrs. @ 1.739 hr.	27.82
Signal Helper - 32 hrs. @ 1.691 hr.	54.11
Removing poles acct. new line change	
Foreman - 16 hrs. @ 440.81 mo. (25 da.)	35.26
Signalman - 104 hrs. @ 2.003 hr.	208.31
Asst. Signalman - 32 hrs. @ 1.763 hr.	56.42
" " - 16 hrs. @ 1.739 hr.	27.82
Signal Helper - 32 hrs. @ 1.691 hr.	54.11
PR712-1, Signal Gang 782, (Melvin H. Allen)	
Construct line change, etc.	
Signal Clerk - 48 hrs. @ 489.40 mo. (30 da.)	97.88
Drill wall of tunnel for cable clamps M.P. 67.1	
Signalman - 96 hrs. @ 2.003 hr.	192.29
Asst. Signalman - 24 hrs. @ 1.763 hr.	42.31
Digging holes and setting poles, etc. M.P. 65.8 to 66.8	
Foreman - 40 hrs. @ 440.81 mo. (25 da.)	88.16
Signalman - 256 hrs. @ 2.003 hr.	512.77
Asst. Signalman - 56 hrs. @ 1.763 hr.	98.73
" " - 32 hrs. @ 1.739	55.65
Signal Helper - 32 hrs. @ 1.691 hr.	54.11
Digging holes for rock protection fence	
Foreman - 32 hrs. @ 440.81 mo. (25 da)	70.53
Signalman - 104 hrs. @ 2.003 hr.	208.31
Asst. Signalman - 32 hrs. @ 1.763 hr	56.41
" " - 8 hrs. @ 1.739 hr.	13.91

Rag

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PR713-1, Loco Crane 0287, (G. Jurgens)	
Handling track matl. - Hood River	
Crane operator - 64 hrs. @ 1.991 hr.	127.42
" " - 7½ hrs. @ 2.985 hr. O.T.	22.39
Helper - 48 hrs. @ 1.655 hr.	79.44
" - 4 hrs. @ 2.485 hr. O.T.	9.94
Handling poles for Signal Dept.	
Crane operator - 8 hrs. @ 1.991 hr.	15.93
Helper - 8 hrs. @ 1.655 hr.	13.24
Delayed by work train	
Crane operator - 5½ hrs. @ 2.985 hr. O.T.	16.42
Helper - 5½ hrs. @ 2.485 hr. O.T.	13.67
PR713-2, Loco Crane 0287	
Handling material	
Crane operator - 24 hrs. @ 1.991 hr.	47.78
Helper - 24 hrs. @ 1.655 hr.	39.72
Delayed by work train	
Crane operator - 3½ hrs. @ 2.985 hr. O.T.	10.45
Helper - 3½ hrs. @ 2.485 hr. O.T.	8.70
Handling poles for Signal Dept. west of Mosier	
Crane operator - 8 hrs. @ 1.991 hr.	15.93
Helper - 8 hrs. @ 1.655 hr.	13.24
Picking up old main line	
Crane operator - 16 hrs. @ 1.991 hr.	31.86
Helper - 16 hrs. @ 1.655 hr.	26.48
Handling track material	
Crane operator - 8 hrs. @ 1.991 hr.	15.92
Helper - 8 hrs. @ 1.655 hr.	13.24
PR713-1, Extra Gang 750 (Alex Schied)	
Distributing materials for line change	
Foreman - 32 hrs. @ 349.85 mo. (19 da)	73.65
Matl. Clerk - 32 hr. @ 308.05 mo. (19 da.)	64.85
Welder - 32 hrs. @ 1.955 hr.	62.56
Truck operator - 16 hrs. @ 1.715 hr.	27.44
P.T.M.O. - 40 hrs. @ 1.631 hr.	65.24
Laborers - 1080 hrs. @ 1.499 hr.	1618.92
Building new track	
Foreman - 24 hrs. @ 349.85 mo. (19 da)	55.24
Matl. Clerk - 24 hrs. @ 308.05 mo. (19 da.)	48.64
Welder - 24 hrs. @ 1.955 hr.	46.92
Truck Oper. - 16 hrs. @ 1.715 hr.	27.44
P.T.M.O. - 24 hrs. @ 1.631 hr.	39.14
Laborers - 864 hrs. @ 1.499 hr.	1295.14

Ray

Dumping ballast	
Foreman - 16 hrs. @ 349.85 mo. (19 da)	36.83
Matl. Clerk - 16 hrs. @ 308.05 mo. (19 da.)	32.43
Welder - 16 hrs. @ 1.955 hr.	31.28
Truck Oper. - 24 hrs. @ 1.715 hr.	41.16
P.T.MO. - 24 hrs. @ 1.631 hr.	39.15
Laborers - 592 hrs. @ 1.499 hr.	887.41
Take crane operator to point of tie up	
Welder - 3 hrs. @ 2.935 hr. O.T.	8.81
Surfacing & lining	
Foreman - 8 hrs. @ 349.85 mo. (19 da.)	18.41
Matl. Clerk - 8 hrs. @ 308.05 mo. (19 da.)	16.21
Welder - 8 hrs. @ 1.955 hr.	15.64
Truck operator - 16 hrs. @ 1.715 hr.	27.44
P.T.M.O. - 8 hrs. @ 1.631 hr.	13.05
Laborers - 288 hrs. @ 1.499 hr.	431.71
Camptender - 40 hrs. @ 2.25 hr. O.T.	90.00
Take man to hospital	
Foreman - 3 hrs. @ 3.10 hr. O.T.	9.30
Matl. Clerk - 3 hrs. @ 2.73 hr. O.T.	8.19
Closing time roll matl. clerk 3 hrs. @ 2.73 hr. O.T.	8.19
PR713-2 Extra Gang 750	
Tieing in new track & shifting old track	
Foreman - 8 hrs. @ 349.85 mo. (19 da)	18.42
Matl. Clerk - 8 hrs. @ 308.05 mo. (19 da.)	16.22
Welder - 8 hrs. @ 1.955 hr.	15.64
Truck Oper. - 16 hrs. @ 1.715 hr.	27.44
P.T.M.O. - 16 hrs. @ 1.631 hr.	26.09
Laborers - 160 hrs. @ 1.499 hr.	239.84
Meeting shipments of men	
Foreman - 6 hrs. @ 3.10 hr. O.T.	18.60
Laborer - 6 hrs. @ 2.25 hr. O.T.	13.50
Taking man to doctor	
Matl. Clerk - 3 hrs. @ 2.73 hr. O.T.	8.19
Taking up old track	
Foreman - 24 hrs. @ 349.85 mo.(19 da.)	55.24
Matl. Clerk - 24 hrs. @ 308.05 mo. (19 da.)	48.64
Welder - 24 hrs. @ 1.955 hr.	46.92
Truck Oper. - 48 hrs. @ 1.715 hr.	82.32
P.T.M.O. - 40 hrs. @ 1.631 hr.	65.24
Laborers - 840 hrs. @ 1.499 hr.	1259.16
Removing temporary switch	
Foreman - 8 hrs. @ 349.85 mo. (19 da)	18.41
Matl. Clerk - 8 hrs. @ 308.05 mo. (19 da.)	16.21

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Welder - 8 hrs. @ 1.955 hr.	15.64
Truck Oper. - 16 hrs. @ 1.715 hr.	27.44
P.T.M.O. - 16 hrs. @ 1.631 hr.	26.10
Laborers - 352 hrs. @ 1.499 hr.	527.65
Shift track east of line change	
Foreman - 8 hrs. @ 349.85 mo. (19 da.)	18.41
Matl. Clerk - 8 hrs. @ 308.05 mo. "	16.21
Welder - 8 hrs. @ 1.955 hr.	15.64
Truck Oper. - 16 hrs. @ 1.715 hr.	27.44
P.T.M.O. - 16 hrs. @ 1.631 hr.	26.10
Laborers - 352 hrs. @ 1.499 hr.	527.65
Closing time roll	
Matl. Clerk - 3 hrs. @ 2.73 hr.	8.19
Surfacing & lining	
Foreman - 24 hrs. @ 349.85 mo. (19 da.)	55.24
Matl. Clerk - 24 hrs. @ 308.05 mo. (19 da.)	48.64
Welder - 24 hrs. @ 1.955 hr.	46.92
Truck Oper. - 48 hrs. @ 1.715 hr.	82.32
P.T.M.O. - 32 hrs. @ 1.631 hr.	52.19
Laborers - 488 hrs. @ 1.499 hr.	731.51
PR713-2, Extra Gang 746, (E. Oaks)	
Surface and line change M.P. 67 to M.P. 68	
Foreman - 24 hrs. @ 349.85 mo. (19 da.)	55.24
Timekeeper - 24 hrs. @ 293.05 mo. "	46.27
" - 3 hrs. @ 2.60 hr. O.T.	7.80
Laborers - 552 hrs. @ 1.499 hr.	827.47
" - 8 hrs. @ 2.25 hr. O.T.	18.00
PR713, Section 11, (Earl Metsker)	
Surfacing & lining track M.P. 64 to 69	
Foreman - 38 hrs. @ 317.35 mo. (19 da.)	79.34
" - 13 hrs. @ 2.81 hr. O.T.	36.53
Laborers - 72 hrs. @ 1.535 hr.	110.52
" - 5 hrs. @ 2.305 hr. O.T.	11.53
" -238 hrs. @ 1.499 hr.	356.76
" - 7 hrs. @ 2.25 O.T.	15.75
Roadway watchman, surfacing, lining new track	
Foreman - 26 hrs. @ 317.35 mo. (19 da.)	54.28
" - 28 hrs. @ 2.765 hr. O.T.	77.42
" - 7½ hrs. @ 3.184 hr. D.T.	23.88
Laborers - 322 hrs. @ 1.535 hr.	494.27
" - 110 hrs. @ 2.305 hr. O.T.	253.55
" - 30 hrs. @ 3.07 hr. D.T.	92.10
" - 251 hrs. @ 1.499 hr.	376.25
" - 18 hrs. @ 2.25 O.T.	40.50
TE1005, Work Train Service (F 4967-8)	
Unloading material - November 3 - Loco 7017	
Trainman - Paist	91.80
Engineman - Johnson	57.04
Unloading material - Nov. 4 - Loco 7017	
Trainman - Marlin	99.89
Engineman - Johnson	51.45
Unloading material - Nov. 5 - Loco 7017	
Trainman - Paist	55.60
Engineman - Johnson	40.28
Unloading material - Nov. 6 - Loco 7017	
Trainman - Paist	71.01
Engineman - Johnson	52.01

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Filling water car and unload material Nov. 7 - Loco. 7017	
Trainman - Paist	49.92
Engineman - Johnson	38.05
Load & unload material - Nov. 8 Loco 7017	
Trainman - Paist	40.58
Engineman - Johnson	29.72
Dump ballast & swg. outfits - Nov. 10 Loco 7017	
Trainman - Paist	126.77
Engineman - Johnson	86.59
Unloading material - Nov. 11, Loco 7017	
Trainman - Paist	73.05
Engineman - Johnson	53.49
Unloading material - Nov. 12 - Loco 7017	
Trainman - Paist	63.31
Engineman - Johnson	46.36
Spread ballast - Nov. 14 - Loco 7864	
Trainman - Paist	59.65
Engineman - Lindstrom	58.12
Spread ballast - Nov. 15 - Loco	
Trainman - Paist	40.58
Engineman - Lindstrom	29.72
Unload ballast & move matl. - Nov. 17 Loco 7014	
Trainman - Paist	63.31
Engineman - Lindstrom	72.14
Spread ballast - Nov. 19 - Loco 7014	
Trainman - Paist	63.31
Engineman - Johnson	46.36
Spread gravel - Nov. 20 - Loc. 7014	
Trainman - Paist	91.31
Engineman - Johnson	66.87
Spread ballast & move outfits - Nov. 21 Loco. 7014	
Trainman - Paist	84.42
Engineman - Johnson	63.01
Spread ballast - Nov. 22 - Loco 7014	
Trainman - Paist	40.58
Engineman - Johnson	29.72
Line change with crane 0287 - Nov. 24 Loco. 7014	
Trainman - Paist	71.01
Engineman - Johnson	52.01
Spread gravel - Nov. 26, Loco 7014	
Trainman - Paist	59.65
Engineman - Johnson	43.68
Spread gravel - Nov. 27, Loco 7014	
Trainman - Paist	40.58
Engineman - Johnson	29.72

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Spread gravel - Nov. 28, Loco. 7014	
Trainman - Paist	40.58
Engineman - Johnson	29.72
Spread gravel, Nov. 29, Loco 7014	
Trainman - Paist	40.58
Engineman - Johnson	29.72
Spread gravel - Nov. 30, Loco 7014	
Trainman - Wright	13.07
Engineman - Woods	27.33
TE1007, Work Train Service (F4967-8)	
Unloading material, Nov. 1, Loco 1013	
Engineman	29.40
TE#11 (Jan. 1953) Wk. Tr. Serv. (F4967-8)	
Handling ballast, Nov. 18, Loco 7014	
Trainman - Paist	67.37
Engineman - Lindstrom	63.77

December 1952

PR701-1, Supt. Ore.	
Inspect highway construction	
Engineer Inspector - 2 days @ 445.00 mo. (22 da.)	40.45
Engineer Inspector - 3 days @ 445.00 mo. (22 da.)	60.68
PR701-2, Supt. Ore.	
Inspect highway construction	
Engineer Inspector - 11 hrs. @ 445.00 Mo. (22 da.)	27.81
PR712-1, Signal Dept.	
Construct line change	
Genl. Signal foreman - 16 hrs. @ 489.40 mo. (31 da.)	31.57
PR712-1, Signal Gang 782, (Melvin H. A. Allen)	
Digging holes for rock protection fence	
Foreman - 16 hrs. @ 440.81 mo. (27 da.)	32.65
Signalmen - 128 hrs. @ 2.003 hr.	256.38
Asst. Signalman - 16 hrs. @ 1.763 hr.	28.21
Signal Helper - 16 hrs. @ 1.691 hr.	27.06
Transfer crossarms to new poles, etc.	
Foreman - 32 hrs. @ 440.81 mo. (27 da.)	65.30
Signalmen - 248 hrs. @ 2.003 hr.	496.74
Asst. Signalman - 40 hrs. @ 1.763 hr.	70.52
" " - 40 hrs. @ 1.739 hr.	69.56
Signal Helper - 48 hrs. @ 1.691 hr.	81.17
Raise signals & instrument case	
Foreman - 24 hrs. @ 440.81 mo. (27 da.)	48.98
Signalmen - 80 hrs. @ 2.003 hr.	160.24
Asst. Signalman - 32 hrs. @ 1.763 hr.	56.42

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Asst. Signalman - 8 hrs. @ 1.739 hr.	13.91
Signal Helper - 8 hrs. @ 1.691 hr.	13.53
Setting poles & transfer line wire, etc.	
Foreman - 24 hrs. @ 440.81 mo. (27 da.)	48.98
Signalmen - 128 hrs. @ 2.003 hr.	256.38
Asst. Signalmen - 16 hrs. @ 1.763 hr.	28.21
" " - 16 hrs. @ 1.739 hr.	27.82
Signal Helper - 16 hrs. @ 1.691 hr.	27.06
Installing cable through tunnel	
Foreman - 8 hrs. @ 440.81 mo. (27 da.)	16.33
Signalman - 40 hrs. @ 2.003 hr.	80.12
Asst. Signalman - 16 hrs. @ 1.763 hr.	28.21
" " 8 hrs. @ 1.739 hr.	13.91
Signal Helper - 16 hrs. @ 1.691 hr.	27.06
PR712-2, Signal Dept.	
Patrolling & inspecting signal lines	
Signalman - 8 hrs. @ 2.003 hr.	16.02
" - 1 hr. @ 3.0045 hr.	3.00
PR712-2, Signal Gang 782, (Melvin H. Allen)	
Installing cable through tunnel	
Foreman - 16 hrs. @ 440.81 mo. (27 da.)	32.65
Signalman - 79 hrs. @ 2.003 hr.	158.24
Asst. Signalman - 32 hrs. @ 1.763 hr.	56.42
" " - 16 hrs. @ 1.739 hr.	27.82
Signal Helper - 32 hrs. @ 1.691 hr.	54.11
Pick up old signal poles with work train	
Signalman - 32 hrs. @ 2.003 hr.	64.10
PR713-1, Loco Crane 0287, (G. Jurgens)	
Handling gravel for line change	
Crane operator - 40 hrs. @ 1.991 hr.	79.64
" " - 10 hrs. @ 2.985 hr. O.T.	29.85
Helper - 40 hrs. @ 1.655 hr.	66.20
" - 10 hrs. @ 2.485 hr. O.T.	24.85
Pick up track material	
Crane operator - 16 hrs. @ 1.991 hr.	31.86
Helper - 8 hrs. @ 1.655 hr.	13.24
Handling poles for new rock fence	
Crane operator - 8 hrs. @ 1.991 hr.	15.93
" " - ½ hr. @ 2.985 hr. O.T.	1.49
PR713-2, Loco Crane 0287	
Handling poles for Signal Dept.	
Crane operator - 16 hrs. @ 1.991 hr.	31.86
" " - 3 hrs. @ 2.985 hr. O.T.	8.95
Helper - 8 hrs. @ 1.655 hr.	13.24
" - 1½ hr. @ 2.485 hr. O.T.	3.73
Deadheading from Albina to Hood River	
Helper - 8 hrs. @ 1.655 hr.	13.24
Picking up rail	
Crane operator - 8 hrs. @ 1.991 hr.	15.93

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Crane operator - ½ hr. @ 2.985 hr. O.T.	1.49
Helper - 8 hrs. @ 1.655 hr.	13.24
" - ½ hr. @ 2.485 hr. O.T.	1.24
PR713-1, Extra Gang 746, (E. Oaks)	
Surface and line shifted track	
Foreman - 38 hrs. @ 349.85 mo. (22 da.)	75.54
" - 4 hrs. @ 3.10 hr. O.T.	12.40
Timekeeper - 38 hrs. @ 293.05 mo. (22 da.)	63.27
Timekeeper - 4 hrs. @ 2.60 hr. O.T.	10.40
Truck driver - 38 hrs. @ 1.715 hr.	65.17
" - 4 hrs. @ 2.575 hr. O.T.	10.30
Laborers - 752 hrs. @ 1.499 hr.	1127.23
" - 87 hrs. @ 2.25 hr. O.T.	195.75
PR713-1, Extra Gang 750 (Alex Schied)	
Shift old ML to new location	
Foreman - 8 hrs. @ 349.85 mo. (22 da.)	15.90
Matl. Clerk - 8 hrs. @ 308.05 mo. "	14.01
Welder - 8 hrs. @ 1.955 hr.	15.64
Truck operator - 16 hrs. @ 1.715 hr.	27.44
P.T.M.O. - 16 hrs. @ 1.631 hr.	26.10
Laborers - 304 hrs. @ 1.499 hr.	455.70
Surface & line shifted track	
Foreman - 56 hrs. @ 349.85 mo. (22 da.)	111.32
Asst. Foreman - 48 hrs. @ 294.85 mo. (22 da.)	80.41
Matl. Clerk - 56 hrs. @ 308.05 mo. (22 da.)	98.02
Welder - 56 hrs. @ 1.955 hr.	109.48
Truck operator - 112 hrs. @ 1.715 hr.	192.08
P.T.M.O. - 104 hrs. @ 1.631 hr.	169.62
Laborers - 2080 hrs. @ 1.499 hr.	3117.92
Raise rough spots in new main track	
Foreman - 3 hrs. @ 3.10 hr. O.T.	9.30
Matl. Clerk - 3 hrs. @ 2.73 hr. O.T.	8.19
Truck operator - 3 hrs. @ 2.575 hr. O.T.	7.73
Laborers - 36 hrs. @ 2.25 hr. O.T.	81.00
P.T.M.O. - 3 hrs. @ 2.445 hr. O.T.	7.34
Tieing into new track account shifting old M.L.	
Foreman - 8 hrs. @ 349.85 mo. (22 da.)	15.90
Asst. Foreman - 8 hrs. @ 294.85 mo. (22 da.)	13.40
Matl. Clerk - 8 hrs. @ 308.05 hr. (22 da.)	14.00
Welder - 8 hrs. @ 1.955 hr.	15.64
Truck Operator - 16 hrs. @ 1.715 hr.	27.44
P.T.M.O. - 16 hrs. @ 1.631 hr.	26.09
Laborers - 304 hrs. @ 1.499 hr.	455.70

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Foreman - 1 hr. @ 3.10 hr. O.T.	3.10
Asst. Foreman - 1 hr. @ 2.61 hr. O.T.	2.61
Matl. Clerk - 1 hr. @ 2.73 hr. O.T.	2.73
Welder - 1 hr. @ 2.935 hr. O.T.	2.94
Truck operator - 2 hrs. @ 2.575 hr. O.T.	5.15
P.T.M.O. - 2 hrs. @ 2.445 hr. O.T.	4.89
Laborers - 38 hrs. @ 2.25 hr. O.T.	85.50
Camptender	
Laborer-32 hrs. @ 2.25 hr. O.T.	72.00
Shifting old track	
Foreman - 8 hrs. @ 349.85 mo. (22 da.)	15.90
Asst. Foreman - 8 hrs. @ 294.85 mo. (22 da.)	13.40
Matl. Clerk - 8 hrs. @ 308.05 mo. (22 da.)	14.00
Welder - 8 hrs. @ 1.955 hr.	15.64
Truck operator - 16 hrs. @ 1.715 hr.	27.44
P.T.M.O. - 16 hrs. @ 1.631 hr.	26.10
Laborers - 304 hrs. @ 1.499 hr.	455.70
Closing time rolls	
Matl. Clerk - 3 hrs. @ 2.73 hr. O.T.	8.19
PR713, Section Gang 11, (Earl J. Metsker)	
Roadway watchman & flagman M.P. 67 to 68	
Laborers - 704 hrs. @ 1.535 hr.	1080.64
" - 240 hrs. @ 2.305 hr. O.T.	553.20
Shift old track and resurface and line new track	
Foreman - 81 hrs. @ 317.35 mo. (22 da.)	146.05
" - 37 hrs. @ 2.810 hr. O.T.	103.97
" - 15 hrs. @ 3.748 hr. O.T.	56.22
Laborers - 174 hrs. @ 1.535 hr.	267.09
" - 68 hrs. @ 2.305 hr. O.T.	156.74
" - 36 hrs. @ 3.07 hr. O.T.	110.52
" - 409 hrs. @ 1.499 hr.	613.09
" - 115 hrs. @ 2.25 hr. O.T.	258.75
" - 28 hrs. @ 3.00 hr. O.T.	84.00
Surface and line shifted track M.P. 64 to 68	
Foreman - 43 hrs. @ 317.35 mo. (22 da.)	77.53
" - 9 hrs. @ 2.81 hr. O.T.	25.29
Laborers - 82 hrs. @ 1.535	125.87
" - 7 hrs. @ 2.305 hr. O.T.	16.14
" - 215 hrs. @ 1.499 hr.	322.29
" - 10 hrs. @ 2.25 hr. O.T.	22.50
TE #1105 Work Train Service (F4967-8) Spread ballast & swg outfits, Dec. 1, Loco 7014.	
Conductor - Paist - 212 mi. @ 14.44	30.61
Brakeman - Payne - 212 mi. @ 13.07	27.71
" Paulson - 212 mi. @ 13.07	27.71
Engineer - Woods - 212 mi. @ 15.84	33.58

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Fireman - Steiner - 212 mi. @ 13.88	29.43
Telegrapher clerk - 8 hrs. @ 1.835 hr.	14.68
" " - 6½ hrs. @ 2.75 hr.	
O.T.	17.88
Spread ballast, Dec. 2, Loco 7014	
Conductor - Paist - 175 mi. @ 14.44	25.27
Brakeman - Eli - 175 mi. @ 13.07	22.87
" - Wright - 175 mi. @ 13.07	22.87
Engineer - Woods - 175 mi @ 15.84	27.72
Fireman - Steiner - 175 mi. @ 13.88	24.29
Telegrapher clerk - 8 hrs. @ 1.835 hr.	14.68
" " - 4 hrs. @ 2.75 hr.	
O.T.	11.00
Spread ballast, Dec. 3, Loco 7014	
Conductor - Paist - 200 mi. @ 14.44	28.88
Brakeman - Eli - 200 mi. @ 13.07	26.14
" Wright - 200 mi. @ 13.07	26.14
Engineer - Woods - 200 mi. @ 15.84	31.68
Fireman - Steiner - 200 mi. @ 13.88	27.76
" " DH 100 mi @ 14.44	14.44
" " DH 100 mi @ 12.89	12.89
Telegrapher Clerk - 8 hrs. @ 1.835 hr.	14.68
" " - 5 hrs. @ 2.75 hr.	
O.T.	13.75
Spread gravel and swg. cars. Dec. 4, Loco 7014	
Conductor - Paist - 208 mi. @ 14.44	30.04
Brakeman - Eli - 208 mi. @ 13.07	27.19
" Wright - 208 mi. @ 13.07	27.19
" " - DH 100 mi @ 13.07	13.07
Engineer - Johnson - 208 mi. @ 15.84	32.95
Fireman - Sackmaster - 208 mi. @ 13.88	28.87
Telegrapher Clerk - 8 hrs. @ 1.835 hr.	14.68
" " 6½ hrs. @ 2.75 hr.	
O.T.	17.88
Pick up rail and move outfits, Dec. 5, Loco 7014	
Conductor - Paist - 247 mi. @ 14.44	35.67
Brakeman - Eli - 247 mi. @ 13.07	32.28
" - Paulson - 247 mi. @ 13.07	32.28
Engineer - Johnson - 245 mi. @ 15.84	38.81
Fireman - Sackmaster - 245 mi. @ 13.88	34.01
Telegrapher clerk - 8 hrs. @ 1.835 hr.	14.68
" " 8 hrs. @ 2.75 hr.	
O.T.	22.00
Pick up rail and move outfits, Dec. 6	
Conductor - Guarantee	40.58
Engineer - "	29.72

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Handling rail and swg. outfits, Dec. 8, Loco. 2171.	
Conductor - Paist - 214 miles @ 14.44	30.90
Brakeman - Eli - 214 miles @ 13.07	27.97
Brakeman - Yost - 214 miles @ 13.07	27.97
Engineer - Johnson - 214 mi. @ 15.69	33.58
Fireman - Sackmaster - 214 mi. @ 13.71	29.34
Telegrapher Clerk - 8 hrs. @ 1.835 hr.	14.68
" " - 7-3/4 hrs. @ 2.75 O.T.	21.31
Unloading ballast, Dec. 9, Loco. 2171	
Conductor - Paist - 166 mi. @ 14.44	23.97
Brakeman - Eli - 166 mi. @ 13.07	21.70
" - Yost - 166 mi. @ 13.07	21.70
Engineer - Johnson - 166 mi. @ 15.69	26.05
Fireman - Sackmaster - 166 mi. @ 13.71	22.76
Telegrapher Clerk - 8 hrs. @ 1.835 hr.	14.68
" " - 3½ hrs. @ 2.75 hr. O.T.	9.63
Pickup scrap Dec. 10, Loco. 2171	
Conductor - Paist - 137 mi. @ 14.44	19.78
Brakeman - Eli - 137 mi. @ 13.07	17.91
" - Yost - 137 mi. @ 13.07	17.91
" - Yost DH 100 mi. @ 13.07	13.07
Engineer - Johnson - 137 mi. @ 15.69	21.50
Fireman - Sackmaster - 137 mi. @ 13.71	18.78
Telegrapher Clerk - 8 hrs. @ 1.835 hr.	14.68
" " - 2 hrs. @ 2.75 hr. O.T.	5.50
Load & unload poles, Dec. 15, Loco 2528	
Conductor - Paist - 156 miles @ 14.44	22.53
Brakeman - Eli - 156 mi. @ 13.07	20.39
" - Paulson - 156 mi. @ 13.07	20.39
Engineer - Johnson - 156 mi. @ 15.69	24.48
Fireman - Sackmaster - 156 mi. @ 13.71	21.39
Telegrapher Clerk - 8 hrs. @ 1.835 hr.	14.68
" " 4 hrs. @ 2.75 O.T.	11.00
Unloading poles, Dec. 16, Loco. 2528	
Conductor - Paist - 156 mi. @ 14.44	22.53
Brakeman - Eli - 156 mi. @ 13.07	20.39
" - Paulson - 156 mi. @ 13.07	20.39
Engineer - Johnson - 156 mi. @ 15.69	24.48
Fireman - Sackmaster - 156 mi. @ 13.71	21.39
Telegrapher Clerk - 8 hrs. @ 1.835	14.68
" " - 3 hrs. @ 2.75 O.T.	8.25
Unloading material, Dec. 16	
Conductor - Paist - Guarantee	40.58

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Loading and unloading poles, Dec. 17, Loco. 2528	
Conductor - Paist - 156 mi. @ 14.44	22.53
Brakeman - Eli - 156 mi. @ 13.07	20.39
" - Paulson - 156 mi. @ 13.07	20.39
Engineer - Johnson - 156 mi. @ 15.69	24.48
Fireman - Sackmaster - 156 mi. @ 13.71	21.39
Telegrapher Clerk - 8 hrs. @ 1.835 hr.	14.68
" " - 2 hrs. @ 2.75 hr. O.T.	5.50
Pickup rail and move outfits, Dec. 18, Loco. 2528.	
Conductor - Paist - 248 mi. @ 14.44	35.81
Brakeman - Eli - 248 mi. @ 13.07	32.41
" - Paulson - 248 mi. @ 13.07	32.41
Engineer - Johnson - 248 mi. @ 15.69	38.91
Fireman - Sackmaster - 248 mi. @ 13.71	34.00
Telegrapher Clerk - 8 hrs. @ 1.835 hr.	14.68
" " - 7 hrs. 55 min. @ 2.75 hr. O.T.	21.77
PR83 Telegraph Gang 015 (R. E. Becker)	
Shooting holes for electric fence	
Lineman - 8 hrs. @ 1.931 hr.	15.45
" - 1 hr. @ 2.897 hr. O.T.	2.90

January 1953

PR712-1, Signal Clerk	
Line change acct. highway relocation	
Signal Clerk - 24 hrs. @ 1.9135 hr.	45.92
PR712-1, Signal Gang 782 (Melvin H. Allen)	
Digging pole holes for rock protection fence	
Foreman - 24 hrs. @ 438.72 mo. (27 da.)	48.75
Signalman - 48 hrs. @ 1.993 hr.	95.66
Asst. Signalman - 16 hrs. @ 1.753 hr.	28,04
Helper - 16 hrs. @ 1.681 hr.	26.90
Setting poles account new highway fill.	
Foreman - 16 hrs. @ 438.72 mo. (27 da.)	32.50
Signalman - 144 hrs. @ 1.993 hr.	286.99
Asst. Signalman - 48 hrs. @ 1.753 hr.	84.14
Helper - 16 hrs. @ 1.681 hr.	26.90
Standby to protect signal line acct. blasting	
Signalman - 3 hrs. @ 2.9895 O.T.	8.97
PR712-2, Signal	
Line change acct. highway construction	
Genl. Signal Foreman - 40 hrs. @ 486.97 mo. (31 da.)	78.54
PR712-2, Signal Gang 782	
Transfer crossarms and line wire, etc.	

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Foreman - 32 hrs. @ 438.72 mo. (27 da.)	65.00
Signalman - 216 hrs. @ 1.993 hr.	430.49
Asst. Signalman - 64 hrs. @ 1.753 hr.	112.19
Helper - 24 hrs. @ 1.681 hr.	40.34
Digging holes & setting poles, etc.	
Foreman - 40 hrs. @ 438.72 mo. (27 da.)	81.24
Signalman - 176 hrs. @ 1.993 hr.	350.77
Asst. Signalman - 56 hrs. @ 1.753 hr.	98.17
Helper - 32 hrs. @ 1.681 hr.	53.79
PR713-2, Loco. Crane 0287, (G. Jurgens)	
Ditching M.P. 67.75	
Crane operator - 16 hrs. @ 1.981 hr.	31.70
Helper - 16 hrs. @ 1.645 hr.	26.32
Clearing out cut at Mosier	
Crane operator - 40 hrs. @ 1.981 hr.	79.24
Helper - 40 hrs. @ 1.645 hr.	65.80
Work train Cascade Locks to Mosier	
Crane operator - 8 hrs. @ 1.981 hr.	15.85
Helper - 8 hrs. @ 1.645 hr.	13.16
PR713-Section Gang 11, (Earl J. Metsker)	
Roadway watchman M.P. 67 to 68	
Foreman - 3 hrs. @ 2.795 hr. O.T.	8.39
Laborers - 720 hrs. @ 1.525 hr.	1098.00
" - 210 hrs. @ 2.29 hr.	480.90
Lining and surfacing track M.P. 64 to 69	
Foreman - 97 hrs. @ 315.66 mo. (21 mo.)	182.26
" - 17 hrs. @ 2.795 hr. O.T.	47.52
Laborers - 108 hrs. @ 1.525 hr.	164.70
" - 11 hrs. @ 2.29 hr. O.T.	25.19
" - 395 hrs. @ 1.489 hr.	588.16
" - 17 hrs. @ 2.235 hr. O.T.	38.00
" - 110 hr. @ 1.501 hr.	165.11
" - 2 hrs. @ 2.25 hr. O.T.	4.50
Flagging & patrolling track M.P. 63.20	
Laborers - 40 hrs. @ 1.525 hr.	61.00
" - 12 hrs. @ 2.29 hr. O.T.	27.48
Flagging and patrolling track M.P. 68	
Foreman - 4 hrs. @ 315.66 mo. (21 da.)	7.52
" - 7 hrs. @ 2.795 hr. O.T.	19.57
Laborers - 8 hrs. @ 1.525 hr.	12.20
" - 14 hrs. @ 2.29 hr. O.T.	32.06
" - 28 hrs. @ 1.489 hr.	41.69
" - 42 hrs. @ 2.235 hr. O.T.	93.87
Flagging and patrolling track M.P. 66.90	
Laborers - 16 hrs. @ 1.525 hr.	24.40
" - 4 hrs. @ 2.29 hr. O.T.	9.16
Remove temporary outfit spur - Telegraph Gang	
Foreman - 4 hrs. @ 315.66 mo. (21 da.)	7.52
Laborers - 16 hrs. @ 1.525 hr.	24.40
" - 20 hrs. @ 1.501 hr.	30.02

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Reg 2

TE#5 Work Train Service (F4967-8)	
Hauling riprap and ditching with crane, Jan. 28, Loco. 5407	
Conductor - Paist - 175 mi. @ 14.36	25.13
Brakeman (2) - 350 mi. @ 12.99	45.47
Engineer - Johnson - 175 mi. @ 15.76	27.58
Fireman - 175 mi. @ 13.80	24.15
Telegrapher Clerk - 8 hrs. @ 1.865 hr.	14.92
" " - 4 hrs. @ 2.80 hr.	11.20
Hauling, riprap & ditching with crane, Jan. 30, Loco. 5316	
Conductor - Paist - 109mi. @ 14.36	15.65
Brakemen (2) - 217 mi. @ 12.99	28.19
Engineer - Johnson - 108 mi. @ 15.76	17.02
Fireman - 109 mi. @ 13.80	15.04
Telegrapher Clerk - 4 hrs. @ 1.865 hr.	7.46
" " - 3-5/12 hrs. @ 2.80 hr.	9.57
TE#36, M.P. & M.S.O. N-507	
Rearrange electric service to depot	
PR752-Ore. (no detail)	260.67
PR83, Telegraph Gang 015, (R. E.Becker)	
Patrolling line west end of Mosier highway	
Lineman - 6 hrs. @ 2.882 O.T.	17.29

Ok

February 1953

PR701-1, Supt. Ore.	
Inspect highway construction	
Engineer Inspector - 3 days @ 459.00 mo. (19 da.)	72.47
PR712-1, Signal Dept.	
Patrolling, inspecting signal lines	
Signalman - 24 hrs. @ 1.993 hr.	47.83
" 1 hr. @ 2.9895 hr. O.T.	2.99
Line change account highway relocation	
Genl. Signal foreman - 32 hrs. @ 486.97 mo. (28 da.)	69.57
PR712-1, Signal Gang 782 (Melvin H. Allen)	
Digging holes and setting poles	
Foreman - 96 hrs. @ 438.72 mo. (24 da.)	219.36
Signalman - 624 hrs. @ 1.993 hr.	1243.63
Asst. Signalman - 160 hrs. @ 1.753 hr.	280.48
" " - 80 hrs. @ 1.705 hr.	136.40
Helper - 24 hrs. @ 1.681 hr.	40.34
Standing by for protection from blasting	
Signalman - 4 hrs. @ 2.9895 hr. O.T.	11.92
Asst. Signalman - 1 hr. @ 2.629 hr. O.T.	2.63
" " - ½ hr. @ 2.5575 hr. O.T.	1.28
Helper - ½ hr. @ 2.5215 hr. O.T.	1.26

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260.67
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PR712-2, Signal Dept.	
Line change account highway relocation	
Genl. Signal Foreman - 32 hrs. @ 486.97 mo. (28 da.)	69.57
PR712-2, Signal Gang 782	
Digging holes & setting poles	
Foreman - 60 hrs. @ 438.72 mo. (24 da.)	137.10
Signalman - 336 hrs. @ 1.993 hr.	669.65
Asst. Signalman - 104 hrs. @ 1.753 hr.	182.31
" " - 44 hrs. @ 1.705 hr.	75.02
Helper - 72 hrs. @ 1.681 hr.	121.03
PR713-1, Loco. Crane 0287, (G. Jurgens)	
Clearing out culvert	
Crane operator - 32 hrs. @ 1.981 hr.	63.39
Helper - 32 hrs. @ 1.645 hr.	52.64
PR713-2, Loco Crane 0287	
Handling poles for Signal Dept.	
Crane operator - 16 hrs. @ 1.981 hr.	31.70
Helper - 16 hrs. @ 1.645 hr.	26.32
PR713, Section Gang 11, (Earl J. Metskeer	
Roadway watchman & flagging	
Foreman - 1 hr. @ 315.66 mo. (19 da.)	2.08
" 9 hr. @ 2.795 hr. O.T.	25.16
Laborers - 656 hrs. @ 1.525	1000.40
" - 206 hrs. @ 2.29 hr. O.T.	471.74
Surfacing & lining track	
Foreman - 95 hrs. @ 315.65 mo. (19 da.)	197.29
" - 16 hrs. @ 2.795 hr. O.T.	44.72
Laborers - 268 hrs. @ 1.525 hr.	408.70
" - 19 hrs. @ 2.29 hr. O.T.	43.51
" - 196 hrs. @ 1.501 hr.	294.20
" - 12 hrs. @ 2.25 hr. O.T.	27.00
PR713, Section Gang 12, (N. Gaglia)	
Flagging for ditcher	
Laborers - 16 hrs. @ 1.525 hr.	24.40
TE #105, Wk. Tr. Service (F4967-8)	
Load & unload rock, Feb. 4, Loco. 2510	
Conductor - Turner - 206 mi. @ 14.36	29.58
Brakeman (3) - 618 mi. @ 12.99	80.28
Engineer - Hollen - 206 mi. @ 15.61	32.16
Fireman - 206 mi. @ 13.63	28.08
Telegrapher Clerk - 8 hrs. @ 1.865 hr.	14.92
" " - 6-5/6 hrs. @ 2.80 hr. O.T.	19.13
Ditching and setting poles, Feb. 5, Loco 2510, 5406	
Conductor - McCambridge - 225 mi. @ 14.36	32.31
Brakemen (3) - 675 mi. @ 12.99	87.68

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Engineer - Hollen - 240 mi. @ 15.76	37.82
Fireman - 240 mi. @ 13.80	33.12
Telegrapher Clerk - 8 hrs. @ 1.865 hr.	14.92
" " - 6½ hrs. @ 2.80 hr. O.T.	18.20
Ditching and setting poles, Feb. 17, Loco 2208	
Conductor - Paist - 142 mi. @ 14.36	20.39
Brakemen - (2) - 284 mi. @ 12.99	36.89
Engineer - Johnson - 142 mi. @ 15.61	22.17
Fireman - 142 mi. @ 13.63	19.35
Telegrapher Clerk - 8 hrs. @ 1.865 hr.	14.92
" " 2¼ hrs. @ 2.80 hr.	6.30
Dump ballast, load poles, etc. Feb. 19, Loco 2208	
Conductor - Paist - 84 miles @ 14.36	12.06
Brakemen (2) - 169 mi. @ 12.99	21.95
Engineer - Johnson - 85 mi. @ 15.61	13.27
Fireman - 84 mi. @ 13.63	11.45
Telegrapher Clerk - 4 hrs. @ 1.865 hr.	7.46
" " - 1-5/6 hrs. @ 2.80 hr.	5.13
TE611, Work Tr. Service (F4967-8)	
Digging and unload rock, Feb. 2, Loco 2510	
Conductor - Turner	98.12
Engineer - Hollen	53.80
Unloading phone booth, etc. Feb. 3, Loco 2510	
Conductor - Turner	83.18
Engineer - Hollen	45.61
PR83, Telegraph Gang 015 (R. L. Becker)	
Shooting holes for rock slide fence	
Lineman - 24 hrs. @ 1.921 hr.	46.10
" - 1 hr. @ 2.882 hr. O.T.	2.88
March 1953	
PR701-1, Supt, Ore.	
Trav. Engr. Acct. - 5 days @ 419.25 mo. (22 da.)	95.28
PR712-1, Signal Dept.	
Genl. Signal Foreman - 32 hrs. @ 486.97 mo. (31 da.)	62.83
PR712-1, Signal Gang 732 (Melvin H. Allen)	
Setting poles and installing wire, etc.	
Foreman - 37 hrs. @ 438.72 mo. (26 da.)	78.04
Signalman - 311 hrs. @ 1.993 hr.	619.82
Asst. Signalman - 90 hrs. @ 1.753 hr.	157.77

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Asst. Signalman - 45 hrs. @ 1.705 hr.	76.73
Helper - 88 hrs. @1. 681 hr.	147.93
PR712-2, Signal Dept.	
Genl. Signal Foreman - 16 hrs. @ 486.97 mo. (31 da.)	31.42
Inventory signals & pole line	
Signal Clerk - 32 hrs. @ 323.16 mo. (22 da.)	58.76
PR712-2, Signal Gang 782	
Installing rock protection fence	
Foreman - 16 hrs. @ 438.72 mo. (26 da.)	33.75
Signalman - 128 hrs. @ 1.993 hr.	255.10
Asst. Signalman - 32 hrs. @ 1.753 hr.	56.10
" " - 16 hrs. @ 1.705 hr.	27.28
Helper - 19 hrs. @ 1.681 hr.	31.94
PR713-Section Gang 11, (Earl J. Metsker)	
Surface and line track M.P. 64 to 68	
Foreman - 96 hrs. @ 315.66 mo. (22 da.)	172.17
" - 18 hrs. @ 2.795 hr. O.T.	50.31
Sectioner - 510 hrs. @ 1.525 hr.	777.75
" - 14 hrs. @ 2.29 hr. O.T.	32.06
Roadway watchman & flagman	
Foreman - 4 hrs. @ 2.795 hr. O.T.	11.18
Laborers - 736 hrs. @ 1.525	1122.40
" - 194 hrs. @ 2.29 hr. O.T.	444.26

April 1953

PR701-1, Supt. Ore.	
Line change-checking signal changes:	
Trav. Engr. Acct. - 3 days @ 419.25 mo. (22 da.)	57.17
PR712-1, Signal Dept.	
Rock slide fence	
Signal clerk - 8 hrs. @ 486.97 mo. (30 day)	16.23
PR712-1, Signal Gang 782, (Melvin H. Allen)	
Install wire in rock slide fence	
Foreman - 8 hrs. @ 440.81 mo. (26 da.)	16.95
Signalman - 48 hrs. @ 2.003 hr.	96.14
Asst. Signalman - 16 hrs. @ 1.763 hr.	28.21
" " - 8 hrs. @ 1.715 hr.	13.72
Helper - 8 hrs. @ 1.691 hr.	13.53
PR713-Section Gang 11, (Earl J. Metsker)	
Roadway watchman account high cut near roadbed.	
Foreman - 4 hrs. @ 2.81 hr. O.T.	11.24
Laborers - 152 hrs. @ 1.535 hr.	233.32
" - 46 hrs. @ 2.30 hr.	105.80

Surface and line track		
Foreman - 8 hrs. @ 317.35 mo. (22 da.)	14.43	
Laborers - 40 hrs. @ 1.535 hr.	61.40	
" - 4 hrs. @ 1.499 hr.	6.00	
June 1953		
PR712-1, Signal Gang 782, (Melvin H. Allen)		
Clean up of scrap poles & material		
Foreman - 8 hrs. @ 440.81 mo. (26 da.)	16.95	
Signalman - 40 hrs. @ 2.003 hr.	80.12	
Asst. Signalman - 8 hrs. @ 1.787 hr.	14.30	
" " - 8 hrs. @ 1.763 hr.	14.10	
Helper - 8 hrs. @ 1.715 hr.	13.72	
PR712-2, Signal Dept.		
Patrol signal lines		
Signal Maintainer - 3 hrs. @ 3.0045 hr. O.T.	9.01	
PR713, Section Gang 11 (Earl J. Metsker)		
Patrol and watch track		
Foreman - 3 hrs. @ 2.81 hr. O.T.	8.43	
Laborers - 3 hrs. @ 2.305 hr. O.T.	6.92	
July 1953		
PR713, Section Gang 11 (Earl J. Metsker)		
Flagging and patrolling		
Foreman - 1 hr. @ 2.81 hr. O.T.	2.81	
Sectionmen - 6 hrs. @ 2.305 hr. O.T.	13.83	
August 1953		
PR Telegraph Dept		
Install cable - Hood River Tunnel		
Equipment man - 36 hrs. @ 430.01 mo. (21 da.)	92.14	
Pulling cable into tunnel and splicing		
Equipment man - 64 hrs. @ 430.01 mo. (21 da.)	163.81	
September 1953		
PR701-1, Supt. Ore.		
Highway changes - TIA duties		
Trav. Engr. acct. - 8 hrs. @ 419.25 mo. (21 da.)	19.96	
Labor omitted from 2nd Progressive Billing		
January 1952		
PR712, Signal Gang		
Protect signals at rock slide fence M.P. 68		
Signalman - 6 hrs. @ 2.99	17.94	67107.65

Rag

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Plus 3% Vacation Allowance on 61392.42	1841.77	
" 6½% RRR & UI Tax on 68949.42	4481.71	
" 3% Workmen's Compensation on 68949.42	2068.48	
" 1% Public Liability Ins. on 68949.42	689.49	$76189.10

Personal Expenses:

July 1952

Vo. 223805 - T. W. Riser	177.68
" 223435 - W. E. Andrews	24.40
" 222585 - R. E. Becker, Lineman	52.00

August 1952

Vo. 222546 - W. H. Furguson	4.95
" 222508 - T. W. Riser	117.60
" 222540 - R. E. Becker	43.75

Ok

September 1952

Vo. 236073 - W. E. Andrews	28.05
" 242963 - T. W. Riser	151.49
" 244365 - R. E. Becker, Lineman	25.15
" 247847 - Frank Irwin, Trav. Engr. Acct	22.85
" 247477 - W. H. Furguson	29.10

October 1952

Vo. 239522 - W. H. Furguson	29.00
" 246304 - T. W. Riser	59.22

November 1952

Vo. 262181 - T. W. Riser	67.05
" 267341 - W. H. Furguson	41.75
" 269573 - C. O. Murchison	3.35
" 270859 - J. J. Bowen, Teleg. Clerk	32.00

December 1952

Vo. 264002 - T. W. Riser	24.80
" 263628 - W. H. Furguson	15.65
" 265518 - R. E. Becker, Lineman	7.55
" 263692 - W. C. Pound	26.96

January 1953

Vo. 277355 - J. J. Bowen, Teleg. Clerk	24.00
" 290301 - " "	6.00
" 290949 - R. E. Becker, Lineman	7.40
" 290939 - W. H. Furguson	47.05
" 285923 - Anderson	32.71
" 289775 - Wallinger	38.50
" 291325 - Leewen	5.85
Ck " 289777	38.95

February 1953

Vo. 284458 - W. H. Furguson	44.65
" 244488 - W. C. Pound	20.80
" 291646 - L. J. Allen	4.00
" 291642 - J. J. Bowen, Teleg. Clerk	6.00
" 293020 - R. E. Becker, Lineman	22.20

March 1953

Vo. 310971 - W. H. Furguson	39.75
" 310977 - Frank Irwin, Trav. Engr. Acct.	16.20

April 1953

Vo. 305116 - W. H. Furguson	15.55
" 310838 - Frank Irwin, Trav. Engr. Acct.	2.25

August 1953

Vo. 355926 - G. R. Clymore	81.15
" 380917 - Frank Irwin, Trav. Engr. Acct.	7.97

September 1953

Vo. 363397 - L. P. Freitas	121.00	$1566.33

Material Used:

August 1952

F502-1 #1523, R-1510			
20 ft. N ¼" 3150# Siemans-Martin extra galv. steel strand	@ .02 ft.	.40	
3 ea. N Porcelain strain insulator No. 502A	@ .25 ea.	.75	
4 ea. N thimble eye angle	@ .46 ea.	1.84	
1 ea. N pole box type 1236-100 with hinged transite terminal board	@ 31.21 ea.	31.21	
F502-1 #1566, R-1604			
2 ea. N IR-12 relay, 570 ohm 4F and 4B contacts	@ 45.31 ea.	90.62	D
100 ft. N Single cond. wire #14 AWG (19 strands) 4/64" wall T.C. green insul.	@ .04 ft.	4.00	
50 ft. N Single cond. wire #16 AWG (19 strands) 3/64" wall T.C. green ins.	@ .02 ft.	1.00	

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1 ea. N terminal strip #2506 (six - 2 - post)	@ 1.63 ea.	1.63	
1 ea. SH B-4-H battery, Edison 8 cell	@ 96.00 ea.	96.00	
34 ft. N 19 cond. aerial cable #14 AWG solid 4/64" wall	@ .63 ft.	21.42	D
34 ft. N 4 cond. #10 self supporting aerial cable	@ .39 ft.	13.26	
1 ea. N transformer HS 1KVA line 600 V with 2-5% taps	@ 59.80 ea.	59.80	D
4 ea. N 550 V lightning arrestor model 9 LA 10A202	@ 2.99 ea.	11.96	D

September 1952

F4205-1 #937, T-1067

15000 ft. N wire twisted pair Whitney-Blake	@ .06 ft.	900.00	

F502-1 #1730, R-1775

2 ea. N pole box, type 1236-100	@ 31.21 ea.	62.42	D
16 ea. N breakarm brackets, model 5016	@ 1.96 ea.	31.36	
100 ea. N Sta-Kon solder less terminals Sig. 9C	@ .02 ea.	2.00	D
8 ea. N Nicropress offset deadend sleeve for #8 AWG wire	@ .25 ea.	2.00	
32 ea. N Nicropress offset deadend for #9 BWG wire	@ .14 ea.	4.48	
100 ea. N Nicropress splicing sleeve #2-148-J	@ .09 ea.	9.00	
10 ea. N Nicropress splicing sleeve #1-128-J	@ .08 ea.	.80	
10 ea. N Nicropress splicing sleeve #1-162-J	@ .15 ea.	1.50	
60 ea. N Style "C" 1¼" enameled bridle rings	@ .14 ea.	8.40	
70 ft. N Creosoted ground wire moulding	@ .05 ft.	3.50	
6 ea. N Copperweld ground rods 6'0" long	@ 1.71 ea.	10.26	
50 ft SH Single cond. wire #6 AWG (7 strands)	@112.50 M ft.	5.63	
1 ea. N Precast conc found 48" barrel, 23-7/8" x 23-7/8" bolt spacing	@ 58.94 ea.	58.94	D
1 ea. SH Ground signal mast camp. with ladder, found, etc.	@114.00 ea.	114.00	
1 ea. SH 3 unit color light signal head	@181.50 ea.	181.50	
1 ea. N Jct. box with 1 terminal board, Pc. 212958	@ 57.62 ea.	57.62	D

Ray

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8 ea. N Bierce anchors with 5/8" x 6' rod with thimble eye	@ 2.90 ea.	23.20	
5 ea. N Class 3, 35' full treated fir line poles	@ 23.90 ea.	119.50	D
13 ea. N 10' 10 pin crossarms	@ 2.08 ea.	27.04	
18 ea. N Galv. thru bolts 5/8" x 16"	@ .33 ea.	5.94	
60 ft. N Single cond. wire #9 AWG (19 strands) 3/64"	@ .05 ft.	3.00	
6 ea. N testing switches No. 250-101	@ 1.18 ea.	7.08	
20 ea. N Davidson zinc cable hangers No. 2, 11" long	@ .04 ea.	.80	
80 ft. N 19 cond. aerial cable #14 AWG solid 4/64" wall, Kerite ins.	@ .64 ft.	51.20	D
200 ea. N 5/16" Siemans-Martin extra galv. steel strand	@ .04 ft.	8.00	
18 ea. N galv. 3 bolt guy clamp	@ .65 ea.	11.70	
11 ea. N porcelain strain insulator No. 502A	@ .22 ea.	2.42	D
80 ft. N 5 cond. #14 AWG solid U.G. wire neoprene SA jacket, etc.	@ .32 ft.	25.60	D
10 ea. N thimble eye angle	@ .46 ea.	4.60	
1 ea. N thimble eye straight	@ .61 ea.	.61	
620 ft. SH #6 AWG solid HD copper line wire (50#)	@ 41.25 cwt.	20.63	

October 1952

F502-1 #1940, R-2010

20 ea. N Class 3, 35 ft. fir line poles, full treated	@ 23.90 ea.	478.00	D
6100 ft. SH #6 AWG solid copper line wire (488#)	@ 41.25 cwt.	201.30	
1 mi. N #8 AWG solid 40% cond. line wire (374#)	@ .38 lb.	142.12	D
7 mi. N Galv. iron line wire #9 BWG grade 85 (314#mi)	@ .09 lb.	197.82	D
75 ea. N Nicropress galv. copper splicing sleeves for #9 BWG wire #2-148-J	@ .08 ea.	6 00	
67 ea. N Nicropress splicing sleeves for #8 AWG wire #1-128	@ .08 ea.	5.36	
75 ea. N Nicropress splicing sleeve for #6 AWG wire #1-162	@ .15 ea.	11.25	
24 ea. Scp. 55-gal. barrels	@ 2.00 ea.	48.00	

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November 1952

F4909 (507) #1210

1622 ea. N 7 x 9 x 8 cross ties treated	@ 3.45 ea.	5595.90	
Treating cost	@ .4389	711.90	
1560 L.F. N 135.4 1st qual. rail (69368#)	@ 78.05 NT	2707.09	
4017 L.F. SH 133.4 No. 2 plus rail (178623#)	@ 50.00 NT	4465.58	
84 ea. N 133# joint bars (61# ea.)	@ 5.33 cwt.	273.11	
198 ea. SH 133# joint bars (61# ea.)	@ 3.70 cwt	446.89	
4 pr. N 133-131 # comp. joints	@ 20.57 pr.	82.28	
2 pr. N 133# insul. joints	@ 30.16 pr.	60.32	
1030 ea. N 133# HD-DS tie plates (22.18# ea.)	@ 4.74 cwt	1082.85	
2116 ea. SH 133# HD-DS tie plates (22.18# ea.)	@ 3.20 cwt	1501.86	
1600 lbs. N 1-1/16" x 6" trk. bolts	@ 9.61 cwt	153.76	
532 lbs. SH 1-1/16" x 6" trk bolts	@ 6.35 cwt	33.78	
870 ea. N 1-1/8" spring washers	@ 76.29 M	66.37	
3000 lbs. N 5/8" x 6¼" trk spikes	@ 6.06 cwt	181.80	
5516 lbs. SH 5/8" x 6¼" trk spikes	@ 4.20 cwt	231.67	
1248 ea. SH 133# rail anchors (fair)	@ .22 ea.	274.56	
468 ea. N 133# rail anchors (fair)	@ 32.70 C	153.04	

F502-1 #2078, R-2061

6 ea. N Class 3, 35 ft. full treated fir line poles	@ 23.90 ea.	143.40	D
150 ft. N 5/16" 5350# Siemans-Martin galv. steel strand	@ .04 ft.	6.00	
9 ea. N Chance 8-W anchor with galv. rod w/thimble eye	@ 2.36 ea.	21.24	
200 ea. N PA-2 Tigerweld bands	@ .29 ea.	58.00	
13 ea. Scp 50 gal. barrels	@ 2.00 ea.	26.00	
50 ea. N Style "C" 1¼" enameled bridle rings	@ .14 ea.	7.00	
4 ea. SH Bootlegs	@ 2.40 ea.	9.60	
8 ea. NC-8-20" long stub end track connectors	@ .43 ea.	3.44	
210 ft. N Single condr. wire #9 AWG solid Kerite U.G. finish	@ .08 ft.	16.80	D

Ray

F502-1 #2085, R-1991				
1 ea. N circular frost box compl.	@351.00	ea.	351.00	D
3 ea. N frost box assembly	@ 12.56	ea.	37.68	
50 lbs. N Corey plastic fibre waterproof compound	@ .10	lb.	5.00	D
16 ea. N 3/4" x 28" mach. bolts with nuts	@ .32	ea.	5.12	
16 ea. N 6" x 6" x 3/8" washers	@ .64	ea.	10.24	D
TE #1056				
34 cars N ballast (1700 cu. yds.)	@ 1.375535	yd.	2338.41	

OK

December 1952

F502-1 #2303, R-2466				
2 ea. N angle thimble eye	@ .46	ea.	.92	
200 ft. N creosoted ground wire moulding	@ .05	ft.	10.00	D
10 ea. N 5/8" x 6' copperweld ground rods	@ 1.83	ea.	18.30	
10 ea. N copperweld ground rod clamps	@ .30	ea.	3.00	
F502-1 #2308, R-2474				
300 ft. N 1 cond. UG wire #9 AWG 5/64" Anhydrex insul.	@ .08	ft.	24.00	D.
75 ft. N 7 cond. UG cable #14 AWG solid 5/64" Kerite insul.	@ .48	ft.	36.00	D
8 ea. N C-8-20" long stub end rail connectors	@ .43	ea.	3.44	
50 ea. N PA-2 Tigerweld bonds	@ .29	ea.	14.50	
2 ea. N Chance 8-W anchor	@ 2.36	ea.	4.72	
2 ea. N 5/8" x 6' galv. rod w/ thimble eye	@ 1.71	ea.	3.42	
2 ea. N straight thimble eye	@ .61	ea.	1.22	
60 ea. N Nicropress splice sleeve for #9 BWG wire #2-148-J	@ .16	ea.	9.60	
20 ea. N Nicropress splice sleeve for #8 AWG wire #1-128-J	@ .15	ea.	3.00	
20 ea. N Nicropress splice sleeve for #6 AWG wire # 1-162-J	@ .08	ea.	1.60	
760 ft. N 5/16", 5350# Siemans-Martin extra galv. steel strand	@ .04	ft.	30.40	

Rg

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F4904 (507) #1279				
1488 ea. N 133 #rail anchors	@ 32.80	C	488.06	
2 pr. SH 133# insul joints (218.39# pr.)	@ 3.70	cwt	16.17	
F485 #599				
179 ctns. N plastic packing	@ .52	ctn	93.08	
TE#1156				
19 cars N crushed rock (950 C.Y.)	@ 1.340347	cu.yd.	1273.33	
January 1953				
F502-1 #77, R-181				
100 ft. N 3/4" rigid conduit	@ .16	ft.	16.00	
500 ft. N #8 RC wire	@ .05	ft.	25.00	
3 ea. N 3/4" entrance caps	@ .57	ea.	1.71	
80 lbs. N #6 WP wire	@ .40	lb.	32.00	
3 ea. N 3 wire section tracks	@ 2.04	ea.	6.12	
50 ea. N pole steps	@ .22	ea.	11.00	
6 ea. N 12" galv. thru bolts	@ .24	ea.	1.44	
F502-1 #121, R-217				
24 ea. N galv. 3 bolt guy clamps	@ .65	ea.	15.60	
80 ft. N 4 cond. No. 10 AWG self-supporting aerial cable	@ .39	ft.	31.20	
40 ea. N Davidson Zinc cable hangers, 8" long	@ .02	ea.	.80	
66 ea. Scp. 55-gal drums	@ 2.00	ea.	132.00	
60 ea. N Nicropress splicing sleeve for #9 BWG wire #2-148-J	@ .09	ea.	5.40	
50 ft. N 19 cond. #14 AWG solid aerial cable 4/64" wall Kerite insul.	@ .73	ft.	36.50	D
1 ea. N Precast concrete found. 36" barrel, bolt spacing 23-7/8" x 23-7/8" with found bolts, B-4400	@ 27.04	ea.	27.04	D
2 ea. SH Class 3, 45 ft. full treated fir line pole	@ 31.50	ea.	63.00	
February 1953				
F502-1 #215, R-66				
15 ea. N Class 3, 30 ft. butt treated cedar line pole	@ 13.85	ea.	207.75	D
2 ea. N Class 3, 30 ft. full treated fir line pole	@ 13.85	ea.	27.70	D
17 ea. N Class 3, 35 ft-do-	@ 23.90	ea.	406.30	D
1 ea. N Class 3, 40 ft.-do-	@ 29.51	ea.	29.51	D

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2 ea. N Class 3, 45 ft. - do-	@ 19.20	ea.	38.40	D
15 ea. N Chance 8-W anchor with 5/8" x 6' galv. rod w/ thimble eye	@ 1.71	ea.	25.65	
250 ft. N 5/16", 5350# Siemans-Martin extra galv. steel strand	@ .04	ft.	10.00	
7 ea. N Porcelain strain insulator #502A	@ .22	ea.	1.54	D
14 ea. N Angle thimble eyes	@ .46	ea.	6.44	

F502-1 #312, R-290

38 ea. N Class 3, 35 ft. full treated fir line pole	@ 23.90	ea.	908.20	D
22 ea. N Class 3, 30 ft. full treated fir line pole	@ 13.85	ea.	304.70	D
5 ea. SH 25 ft. fir line pole	@ 10.50	ea.	52.50	
12 ea. SH 18 ft. fir line pole	@ 7.55	ea.	90.60	
4 ea. N Chance 8" W anchor with 5/8" x 6' galv. rod w/ thimble eye	@ 1.71	ea.	6.84	

March 1953

F502-1 #468, R-601

50 ea. Scp. 55-gal. drums	@ 2.00	ea.	100.00
95 ea. N Style "C" 1¼" bridle rings, enameled	@ .14	ea.	13.30
190 ea. N Reliable solderless conn. #165 F with nut retainer	@ .18	ea.	34.20
200 ea. N Special 5/8" nuts with raised thread	@ .06	ea.	12.00

F502-1 #525, R-631

430 ft. N 5/16" Siemans - Martin extra galv. steel strand	@ .04	ft.	17.20
48 ft. N harness leather strap 1/8" x 1/2" x 3" long	@ .08	ft.	3.84
751 ft. N ditto	@ .08	ft.	60.08
1200 ea. N pole steps, Hub. #7123	@ .20	ea.	240.00
24 ea. SH ditto	@ .11	ea.	2.64
75 lbs. N Galv. fence staples 1½"	@ .05	lb.	3.75
1132 lbs. N wire #12 AWG solid WP hard drawn line wire	@ .50	lb.	566.00

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500 ea. N Nicropress splicing sleeve for #12 AWG wire	@	.06	ea.	30.00

TE211, Telegraph Dept.

240 ea. bolts, carriage 3/8 x 4"	@	.04	ea.	9.60
38 ea. bolts, carriage 3/8 x 4½"	@	.05	ea.	1.90
114 ea. bolts, crossarm 5/8 x 14"	@	.19	ea.	21.66
6 ea. bolts, crossarm 5/8 x 18"	@	.24	ea.	1.44
240 ea. braces, crossarm flat 28"	@	.22	ea.	52.80
18 ea. brackets, trans. point type RH	@	3.05	ea.	54.90
17 ea. brackets, trans. point type LH	@	3.05	ea.	51.85
28 ea. brackets, trans. drop type	@	2.24	ea.	62.72
70 ea. bushings, locust wood	@	.03	ea.	2.10
928 ea. insulators, glass standard	@	.12	ea.	111.36
10 lbs. nails 6D	@	.07	lb.	.70
111 ea. screws, lag 1/2 x 4½"	@	.04	ea.	4.44
100 ea. sleeves, nicropress #1-114D	@	.06	ea.	6.00
80 ea. sleeves nicropress #2-165J	@	.08	ea.	6.40
240 ea. washers, square 2" x 2" x 1/8	@	.03	ea.	7.20
2255 lbs. wire copper line #9AWG	@	.31	lb.	699.05
1890 lbs. wire, iron line #8 BWG	@	.11	lb.	207.90
40 lbs. wire, copper tie #9 AWG	@	.32	lb.	12.80
30 lbs. wire, iron tie #9 BWG	@	.12	lb.	3.60
80 ea. crossarms 10 ft, 10 pin	@	2.85	ea.	228.00
40 ea. SH crossarms 10 ft. 10 pin	@	1.43	ea.	57.20
800 ea. pins, wood	@	.11	ea.	88.00

Material used in temporary plant over mountain.

23 ea. poles 25 ft. class 6	@	9.55	ea.	219.65
7 ea. poles 30 ft. class 6	@	12.85	ea.	89.95
3 ea. poles 35 ft. class 6	@	15.95	ea.	47.85

4 ea. poles 40 ft. class 6	@21.27	ea.	85.08	
1 ea. poles 45 ft. class 6	@23.50	ea.	23.50	
Amount depreciable and chargeable to State of Oregon 15% of 466.03				69.90
120 crossarms, 10 ft. 10 pin	@ 2.85	ea.	342.00	
85 bolts, crossarm 14"	@ .19	ea.	16.15	
30 bolts, crossarm 16"	@ .21	ea.	6.30	
15 bolts, crossarm 18"	@ .24	ea.	3.60	
120 screws lag 1/2 x 4"	@ .04	ea.	4.80	
20 screws lag 3/8 x 2½"	@ .03	ea.	¢ .60	
1200 pins, wood	@ .11	ea.	132.00	
210 braces, crossarm 28"	@ .22	ea.	46.20	
25 brackets trans. point type	@ 3.05	ea.	76.25	
20 brackets, trans. drop type	@ 3.05	ea.	61.00	
20 ea. clamps, 3 bolt	@ .18	ea.	3.60	
150 ft. messenger cable 6M	@ .04	ft.	6.00	
5 ea. hubeye	@ .06	ea.	.30	
210 ea. bolts, carriage 3/8 x 4"	@ .04	ea.	8.40	
1200 ea. insulators, glass std	@ .12	ea.	144.00	
50 ea. bushings, wood	@ .03	ea.	1.50	
20 ea. bolts carriage 3/8 x 4½"	@ .05	ea.	1.00	
836 lb. wire, copperweld #9	@ .28	lb.	234.08	
1463 lb. wire, copper #9	@ .31	lb.	453.53	
2825 lb. wire, iron #8	@ .11	lb.	310.75	
210 ea. washers, square	@ .03	ea.	6.30	
50 ea. washers, round	@ .03	ea.	1.50	
Amount depreciable and chargeable to State of Oregon 10% of 1859.86				185.99

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April 1953

F502-1 #712, R-696					
27 ea. N double arming bolts 5/8" x 18" galv.	@	.42	ea.	11.34	
186 ea. N galv. heel bolts	@	.04	ea.	7.44	D
172 ea. N galv. toe bolts	@	.03	ea.	5.16	D
346 ea. N galv. toe bolts	@	.04	ea.	13.84	
2 ea. N braces for 7'9" pole	@	12.19	ea.	24.38	D
10 ea. N breakarm brackets, model R-5016	@	1.96	ea.	19.60	
98 ea. N Crossarms 10 ft. 10 pin	@	2.29	ea.	224.42	D
28 ea. N side groove insulators	@	.08	ea.	2.24	D
42 ea. N porcelain insulators strain #502A	@	.22	ea.	9.24	D
16 ea. N thimble eye straight @ .61 ea.				9.76	D
19 ea. N thimble eye angle	@	.48	ea.	9.12	D
F502-1 #713, R-694					
35 ea. SH thru bolts 5/8" x 12"	@	.15	ea.	5.25	
39 ea. SH thru bolts 5/8" x 14"	@	.16	ea.	6.24	
10 ea. SH thru bolts 5/8" x 16"	@	.19	ea.	1.90	
20 ea. SH thru bolts 5/8" x 18"	@	.27	ea.	5.40	
73 SH breakarm brackets model R-5012	@	1.05	ea.	76.65	
15 ea. N thimble eye angle	@	.61	ea.	9.15	
154 ea. SH galv. sq. washers	@	.04	ea.	6.16	
4 ea. SH wire holders #4-11-44	@	.18	ea.	.72	
1 ea. SH galv. 2 bolt guy clamp	@	.19	ea.	.19	
21 ea. SH galv. 3 bolt guy clamp	@	.30	ea.	6.30	
10 ea. N strain insulator #502A	@	.22	ea.	2.20	D
48 ft. N creosoted ground wire moulding	@	.05	ft.	2.40	D
150 ft. N 5 cond. cable #14 AWG underground, etc	@	.32	ft.	48.00	D
404 lbs. N No. 12 AWG solid hard drawn weatherproof copper wire	@	.50	lb.	202.00	

Ray

4 ea. N straight thimble eyes	@ .61	ea.	2.44	
25.7 mi. SH #9 BWG galv. iron line wire, grade 85	@ 9.80	cwt	790.84	
11360 ft. SH #6 AWG solid hard drawn copper line wire	@ 41.25	cwt	372.49	
70 ea. SH pole steps Hubbard 7123	@ .11	ea.	7.70	
312 ft. N ¼", 3150 lb. Siemans-Martin extra galv. steel strand	@ .02	ft.	6.24	D
1 ea. N resistor, 5 ohm adj.	@ 1.97	ea.	1.97	
1 ea. N precast concrete found. 36", bolt spacing 23-7/8" x 23-7/8" with found. bolts	@ 54.33	ea.	54.33	
1 ea. SH rectifier RT-10 line	@ 30.00	ea.	30.00	
2 ea. SH relay No. 3232-700 ohm	@ 42.15	ea.	84.30	
1 ea. SH resistor, 3 ohm	@ 1.35	ea.	1.35	
2 ea. SH condenser 0.25 MFD	@ 9.20	ea.	18.40	
1 ea. SH power relay ANL-40	@ 43.60	ea.	43.60	
6 ea. SH test switches #250-101	@ .94	ea.	5.64	
4 ea. SH #27A lightning arrester w/rare gas cartridge	@ 1.50	ea.	6.00	
2 ea. SH #27A -do-green label	@ 1.50	ea.	3.00	
2 ea. SH padlock, Corbin #2881	@ 1.75	ea.	3.50	
28 ea. SH 50-gal. drums	@ 2.00	ea.	56.00	
100 ea. N breakarm bracket F502-1 #714, R-692	@ 1.42	ea.	142.00	
13 ea. N thimble eye angle	@ .46	ea.	5.98	
21 ea. N chance 8-W anchor only	@ 2.36	ea.	49.56	
21 ea. N galv. anchor rods only 5/8" x 6' w/thimble eye	@ 1.71	ea.	35.91	
142 ft. N 19 cond. aerial cable #14 AWG solid 4/64" wall	@ .63	ft.	89.46	D
8 ea. SH transposition bayonets	@ 2.25	ea.	18.00	

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9 ea. SH ground bayonets	@ 2.25	ea.	20.25
69 ea. SH galv. heel bolts	@ .04	ea.	2.76
343 ea. SH galv. thru bolts 5/8" x 16 "	@ .30	ea.	102.90
2 ea. SH breakarm brackets model R-5012	@ 1.05	ea.	2.10
85 ea. SH crossarm 6 ft. 4 pin	@ 1.45	ea.	123.25
89 ea. SH crossarm 10 ft. 10 pin	@ 2.34	ea.	208.26
518 ea. SH galv. crossarm braces	@ .20	ea.	103.60
199 ea. SH top groove ins. porc.	@ .19	ea.	37.81
1274 ea. SH side groove insulator	@ .08	ea.	101.92
2 ea. N copperweld ground rods 5/8" x 6'	@ 1.83	ea.	3.66

F502-1 #567

20 ea. SH Light arrester 550V model 9 LA10A202	@ 3.45	ea.	69.00
4 ea. SH pole box Type 1236-55	@ 21.50	ea.	86.00
4 ea. SH pole box type 1236-100	@ 25.70	ea.	102.80
10 ea. SH plug cutout #104227	@ 3.63	ea.	36.30
1436 ea. SH ½" galv. steel x arm pins	@ .54	ea.	775.44
5 ea. SH 600V to 120V 1-KVA transformer	@ 22.50	ea.	112.50
23 ea. SH galv. 2 bolt guy clamp	@ .19	ea.	4.37
100 ea. SH galv. 3 bolt guy clamp	@ .30	ea.	30.00
40 ft. SH12 cond. aerial cable #14 AWG solid 4/64" wall	@ 71.25	C ft	28.50
11 ea. SH Class 3, 35 ft. line pole	@ 21.00	ea.	231.00
2 ea. SH Class 3, 30 ft. line pole full pressure treated	@ 15.75	ea.	31.50
13 ea. SH Class 3, 30 ft. line pole butt treated cedar	@ 15.75	ea.	204.75
1 ea. SH Style "B" battery and mechanism case	@ 25.00	ea.	25.00
1 ea. SH electric train order signed	@100.00	ea.	100.00
1 ea. SH galv. 2 bolt guy clamp	@ .19	ea.	.19

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1 ea. SH galv. 3 bolt guy clamp	@	.30 ea.	.30		
1 ea. SH thru bolt 5/8" x 14" galv.	@	.16 ea.	.16		
2 ea. SH ground rod clamp	@	.40 ea.	.80		
September 1953					
F502-1 #1717, R-1753					
24 ea. N messenger hangers	@	1.95 ea.	46.80		
700 ft. N cable, telephone lead sheath 26 pr. 19 ga. trenchlay	@	.37 ft.	259.00		
500 ft. N messenger, guy 6M 5/16"	@	.04 ft.	20.00		
500 ea. N hangers, cable davidson #3	@	.05 ea.	25.00		
December 1953					
F502-1 #2187, R-2148					
500 ft. N wire, 14 ga. tw. pr.	@	.06 ft.	30.00	37300.11	
Plus 5% handling on 32894.53				1644.73	
Freight:					
Omaha to Hood River, Oregon - 1709 miles 10241 lbs. = 5.1205 tons 5.1205 NT X 1709 miles = 8750.93 NTM @ .01 NTM				87.51	
Kansas City to Hood River - 1826 miles 6480 lbs. = 3.24 tons 3.24 NT X 1826 miles = 5916.24 NTM @ .01 NTM				59.16	
Centralia, Wn. to Hood River 136779 lbs. = 68.3895 tons 68.3895 NT X 150 miles = 10258.42 NTM @ .01 NTM				102.58	
Longview, Wn. to Hood River 235190 lbs. = 117.595 tons 117.595 NT X 107 miles = 12582.66 NTM @ .01 NTM				125.83	
Seattle, Wn. to Hood River 107440 lbs. = 53.72 tons 53.72 NT X 242 miles = 13000.24 NTM @ .01 NTM				130.00	
Barnhart, Ore. to Hood River 6890000 lbs. = 3445 tons 3445 NT X 145 miles = 499525 NTM @ .01 NTM				4995.25	$44445.17

[illegible] 44015.68
1W - 1020 429.49
445.17

Lag

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Forms 1253, Report of Rolling Stock:

August 1952

Signal Gang 781, H. R. Thomas
4 outfit and revenue cars used
31 days ea. @ 1.016 per da. = 125.98
2 revenue cars used 18 days
ea. @ 1.016 per da. = 36.58
Total hrs. worked this job - 188
Total hrs. worked during mo. - 1852
188/1852 of 162.56 = 16.50

September 1952

Signal Gang 782, Melvin H. Allen
10 outfit & revenue cars used
30 days ea. @ 1.016 per da. = 304.80
Total hrs. worked this job - 1438
Total hrs. worked during mo. - 2603
1438/2603 of 304.80 = 168.38

October 1952

Signal Gang 782, Melvin H. Allen
14 outfit & revenue cars used
31 days ea. @ 1.016 per da. = 440.94
Total hrs. worked this job - 1208
Total hrs. worked during mo. - 2928
1208/2928 of 440.94 = 181.92
Extra Gang 750, Alex Schied
26 outfit & revenue cars used
31 days ea. @ 1.016 per da. = 818.90
6 outfit & revenue cars used a
total of 72 days @ 1.016 per da.
= 73.15
Total hrs. worked this job - 416
Total hrs. worked during mo. - 9494
416/9494 of 892.05 = 39.09

November 1952

B & B Gang 712, C. F. Nearman
11 outfit & revenue cars used
30 days ea. @ 1.016 per da. = 335.28
Total hrs. worked this job - 192
Total hrs. worked during mo. - 1056
192/1056 of 335.28 60.96
Signal Gang 782, Melvin H. Allen
14 outfit & revenue cars used

Rag

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30 days ea. @ 1.016 per da. = 426.72
Total hrs. worked this job - 1920
Total hrs. worked during mo. - 2120
1920/2120 of 426.72 = 386.46
Extra Gang 750, Alex Schied
26 outfit & revenue cars used
30 days ea. @ 1.016 per da. = 792.48
4 outfit & revenue cars used a
total of 56 days @ 1.016 per da. = 56.90
Total hrs. worked this job - 5937
Total hrs. worked during mo. - 6116
5937/6116 of 849.38 824.52
Extra Gang 746, E. Oaks
14 outfit & revenue cars used
30 days ea. @ 1.016 per da. = 426.72
1 revenue car used 4 days
@ 1.016 per da. = 4.06
Total hrs. worked this job - 611
Total hrs. worked during mo. - 3790
611/3790 of 430.78 = 69.45

December 1952

Signal Gang 782, Melvin H. Allen
14 outfit & revenue cars used
31 days @ 1.016 per da. = 440.94
Total hrs. worked this job - 1231
Total hrs. worked during mo. - 2271
1231/2271 of 440.94 = 239.01
Extra Gang 746, E. Oaks
15 outfit & revenue cars used
31 days ea. @ 1.016 per da. = 472.44
Total hrs. worked this job - 965
Total hrs. worked during mo. - 5335
965/5335 of 472.44 = 85.46
Extra Gang 750, Alex Schied
28 outfit & revenue cars used
31 days ea. @ 1.016 per da. = 881.89
1 revenue car used 3 days
@ 1.016 per da. = 3.05
Total hrs. worked this job - 3737
Total hrs. worked during mo. - 8236
3737/8236 of 884.94 = 401.53

January 1953

Signal Gang 782, Melvin H. Allen
14 outfit & revenue cars used
31 days ea. @ 1.016 per da. = 440.94
1 revenue car used 8 days @
1.016 per day = 8.13

Rag

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Total hrs. worked this job - 971
Total hrs. worked during mo. - 2349
971/2349 of 449.07 = 185.63

February 1953

Signal Gang 782, Melvin H. Allen
13 outfit & revenue cars used
28 days ea. @ 1.016 per da. = 369.82
Total hrs. worked this job - 1606
Total hrs. worked during mo. - 2023
1606/2023 of 369.82 = 293.59

March 1953

Signal Gang 782, Melvin H. Allen
12 outfit & revenue cars used
31 days ea. @ 1.016 per da. = 377.95
Total hrs. worked this job - 830
Total hrs. worked during mo. - 2385
830/2385 of 377.95 = 131.53

April 1953

Signal Gang 782, Melvin H. Allen
13 outfit & revenue cars used
30 days ea. @ 1.016 per da. = 396.24
Total hrs. worked this job - 88
Total hrs. worked during mo. - 1915
88/1915 of 396.24 18.21

June 1953

Signal Gang 782, Melvin H. Allen
13 outfit & revenue cars used
30 days ea. @ 1.016 per da. = 396.24
Total hrs. worked this job - 72
Total hrs. worked during mo. - 2231
72/2231 of 396.24 12.79 $3115.03

-1022

Car Rental:

November 1952
Vo. 259331 - M. J. Goss Motor Co. 77.10

January 1953
Vo. 278465 - M. J. Goss Motor Co. 8.68
Vo. 279449 - M. J. Goss Motor Co. 3.38

-1014

February 1953
Vo. 292880 - M. J. Goss Motor Co. 33.75 122.91

Ray

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Work Performed By Outside Parties:

May 1952 (Jan. 1954 F4907) Vo. 192743-Hood River Water Department Breaking pavement for tapping water main. Installing 2 inch water line in new location		55.00	ok
August 1952 Vo. 209416 - Emett & Chandler General Insurance		3.90	$ 58.90

Material Released:

August 1952 F502-1 #1560, R-1604 1 ea. SH mechanical train order signal complete	25.00 ea.	25.00	ok
November 1952 F4909 (507) #1211 775 ea. SH 7 x 9 x 8 cross ties	@ .50 ea.	387.50	
675 ea. Scp. 7 x 9 x 8 cross ties	@ No value		
4876 L.F. SH 130.8# rail (212594#)	@ 50.00 NT	5314.85	
262 ea. SH 131 # joint bars 24" (10332)	@ 3.70 cwt	382.28	
488 lbs. SH 1-1/16 x 6" track bolts	@ 6.35 cwt	30.99	
693 lbs. Scp 1-1/16 x 6 " track bolts	@ 1.50 cwt	10.40	
482 ea. Scp. 1-1/8" spring washers (75#)	@ .01 lb.	.75	
2750 ea. SH H.D.-DS 131# tie plates (60995#)	@ 3.20 cwt	1951.84	
6133 lbs. SH 5/8 x 6¼" trk spikes	@ 4.20 cwt	257.59	
5312 lbs. Scp. 5/8 x 6¼" trk spikes	@ 1.50 cwt	79.68	
1250 ea. SH 131# rail anchors (3438#)	@ .22 ea.	275.00	
F502-1 #2078, R-2061 17 ea. Scp. Class 3, 35 ft. full treated fir line poles	@ No value		
December 1952 F4909 (507) #1280 487 ea. Scp. 131# rail anchors (1339#)	@ .02 ea.	9.74	

133 ea. SH 7 x 9 x 8 cross ties	@	.50	ea.	66.50
831 L.F. SH 131# rail (36232#)	@	50.00	NT	905.80
40 ea. SH 131# 24" joint bars (1536)	@	3.70	cwt	56.83
328 lbs. Scp. 1-1/16 x 6" trk bolts	@	1.50	cwt	4.92
134 ea. Scp 1-1/8" spg. washer (21)	@	.01	lb.	.21
81 ea. SH 131# gauge rods (2552)	@	5.02	ea.	406.62
470 ea. SH 131# H.D.-DS tie plates (10425)	@	3.20	cwt	333.60
2037 lbs. Scp. trk spikes	@	1.50	cwt	30.56
3 pr. SH 131# insul. joints (318)	@	3.70	cwt	11.77

January 1953

F507 (TE#11)

4 ea. Scp. 133# joint bars (244#)	@	1.50	cwt	3.66
58 ea. Scp. 133# tie plates (1286#)	@	1.50	cwt	19.29
1495 Scp. 133# rail anchors (4111)	@	.02	ea.	29.90
2 pr. Scp. 133# insul. joints (437#)	@	1.50	cwt	6.56

F502-1 #121, R-217

5 mi. SH #9 BWG galv. iron wire (1570#)	@	9.80	cwt	153.86
4000 ft. SH #6 AWG copper line wire (318#)	@	41.25	cwt	131.18
4000 ft. SH #8 AWG copper line wire (200#)	@	24.60	cwt	49.20
120 ea. SH side groove porcelain insulators	@	.08	ea.	9.60

February 1953

F502-#215, R-66

18 ea. Scp. Class 3, 35 ft. full treated fir line poles	@	21.00	ea.	378.00
50 ft. SH 4 cond. #10 AWG solid aerial cable	@	.23	ft.	11.50

April 1953

F502-1 #712, R-696

1182 ea. SH side groove insulators	@	.08	ea.	94.56

Pag

2

60 ea. SH strain insulator #502A	@ .23 ea.	13.80
20 ea. SH light arrester 550V model (1LA10A202)	@ 3.45 ea.	69.00
10 ea. SH plug cutouts #104227	@ 3.63 ea.	36.30
F502-#713, R-694		
361 ea. SH thru bolts 5/8" x 16"	@ .19 ea.	68.59
518 ea. SH galv. toe bolts	@ .02 ea.	10.36
2 ea. SH braces for 7'9" pole spacing, etc. - No. 1150-X	@ 9.14 ea.	18.28
F502-1 #714, R-692		
205 ea. SH bridle rings $1\frac{1}{4}$" enam.	@ .09 ea.	18.45
85 ea. SH crossarm 6 ft. 4 pin	@ 1.45 ea.	123.25
200 ea. SH crossarm 10 ft. 10 pin	@ 2.34 ea.	468.00
518 ea. SH galv. crossarm braces	@ .20 ea.	103.60
199 ea. SH top groove insulator	@ .19 ea.	37.81
F502-1 #567, R 1		
1436 ea. SH $\frac{1}{2}$" galv. steel X arm pins	@ .54 ea.	775.44
8 ea. SH transposition bayonets	@ 2.25 ea.	18.00
9 ea. SH ground bayonets	@ 2.25 ea.	20.25
255 ea. SH galv. heel bolt	@ .04 ea.	10.20
2 ea. SH Breakarm brackets Model R-5012	@ 1.05 ea.	2.10
26 ea. SH Breakarm brackets Model RJ-	@ 1.05 ea.	27.30
4 ea. SH poles boxes type 1236-55	@ 21.50 ea.	86.00
6 ea. SH poles boxes type 1236-100	@ 25.70 ea.	154.20
19 ea. SH thimble eye straight	@ .34 ea.	6.46
58 ea. SH thimble eye angle	@ .37 ea.	21.46
5 ea. SH type HS 1 KVA line transformer 600V to 120V	@ 22.50 ea.	112.50
1 ea. SH ground signal mast with ladder, ladder found. and indicator bracket	@114.00 ea.	114.00
1 ea. SH 3 unit colorlight signal head	@181.50 ea.	181.50

Rag

2

6 ea. SH test switches #250-101	@ .94 ea.	5.64
75 ft. Scp. 7 cond. #14 AWG solid U.G. cable 5/64" Kerite insul. (55#)	@ .10 lb.	5.50
300 ft. Scp. single cond. #9 AWG solid U.G. cable (33#)	@ .10 lb.	3.30
27.7 mi. SH #9 BWG galv. iron line wire, grade 85 (8698#)	@ 9.80 cwt.	852.40
14080 ft. SH #6 AWG solid hard drawn copper line wire (1119)	@ 41.25 cwt	461.59
50 ft. SH single cond. wire #6 AWG (7 strands) 3/32" wall	@112.50 M ft.	5.63
23 ea. SH galv. 2 bolt guy clamps	@ .19 ea.	4.37
142 ea. SH galv. 3 bolt guy clamps	@ .30 ea.	42.60
16 ea. Scp. CW ground rod 5/8" x 6' 104#2	@ .015 lb.	1.56
10 ea. SH ground rod clamps	@ .26 ea.	2.60
55 ea. Scp. chance 8-W anchor only 121#	@ .01 lb.	1.21
55 ea. Scp. galv. anchor rod only 5/8" x 6' w/ thimble eye 121#	@ .01 lb.	1.21
70 ea. SH pole steps No. 7123	@ .11 ea.	7.70
272 ft. Scp. 19 cond. #14 AWG solid aerial cable, etc. (379#)	@ .10 lb.	37.90
312 ft. Scp. ¼" 3150 lb. Siemans-Martin galv. steel strd. 83#	@ .005 lb.	.42
40 ft. Scp. 12 cond. No. 14 AWG solid aerial cable 19#	@ .10 lb.	1.90
30 ft. Scp. 4 cond. #10 AWG solid aerial cable 9#	@ .10 lb.	.90
1360 ft. Scp. 5/16", 5350 lb. Siemans-Martin galv. steel strand 204#	@ .005 lb.	1.02
6 ea. SH 30 ft. butt treated cedar line poles	@ 15.75 ea.	94.50
36 ea. SH 30 ft. full treated fir line poles	@ 15.75 ea.	567.00

Rag

2

26 ea. SH 35 ft. full treated fir line poles	@ 21.00 ea.	546.00
1 ea. SH 45 ft. full treated fir line poles	@ 31.50 ea.	31.50
4 ea. SH bootlegs	@ 2.40 ea.	9.60
1 ea. SH precast conc. found 36", 23-7/8" x 23-7/8" bolt spacing	@ 43.50 ea.	43.50
1 ea. SH precast conc. found 48", 23-7/8" x 23-7/8" bolt spacing	@ 43.50 ea.	43.50
1 ea. SH Jct. box with 1 terminal board Pc. 212458	@ 60.00 ea.	60.00
1280 ft. Scp. #8 AWG solid, 40% cond. CW haberline weatherproof line wire 64#	@ .10 lb.	6.40
60 ft. Scp. single cond. wire #9 AWG (19 strands) 3/64" wall 5#	@ .10 lb.	.50
80 ft. Scp. 5 cond. #14 AWG solid UG wire SA neoprene jacketed 19#	@ .10 lb.	1.90

March 1954

TE211, Telegraph Dept.

22 ea. brackets, transposition point	@ 3.05 ea.	67.10
25 ea. brackets, transposition drop	@ 3.05 ea.	76.25
25 ea. screws lag 3/8 x 2½"	@ .03 ea.	.75
50 ea. bushings wood	@ .03 ea.	1.50
96 ea. crossarms, 10 ft. 10 pin	@ 2.85 ea.	273.60
100 ea. screws lag ½ x 4"	@ .04 ea.	4.00
195 ea. bolts carriage 3/8 x 4"	@ .04 ea.	7.80
25 ea. bolts carriage 3/8 x 4½"	@ .05 ea.	1.25
640 ea. pins wood	@ .11 ea.	70.40
640 ea. insulators std. glass	@ .12 ea.	76.80
80 ea. bolts crossarm 14"	@ .19 ea.	15.20
16 ea. bolts crossarm 16 "	@ .21 ea.	3.36
2780 lbs. wire copper #9	@ .31 lb.	861.80
1048 lbs. wire iron #8	@ .11 lb.	115.28

January 1955

TE #11 (wire installed for temporary use)

14000 ft. wire, twisted pair Whitney-Blake	@ .054 ft.	756.00	$19099.53

Ray

2

Locomotive Rental:

October 1952			
TE908, Work Train Service - October 30 and 31.			
Loco 2171 used 2 days	@ 79.409 da.	158.82	
Form 1253, Report of Rolling Stock			
Loco Crane 0287 used 2 day	@ 6.19 da.	12.38	
4 outfit & revenue cars used 2 days ea.	@ 1.016 per da	8.13	
November 1952			
TE1008, Work Train Service			
Locos. 7017, 7014, 7864, 1013 used a total of 24 days	@ 79.409 da.	1905.82	
Form 1253, Report of Rolling Stock			
Loco Crane 0287 used 9 days	@ 6.19 da.	55.71	
4 outfit & revenue cars used 9 days ea.	@ 1.016 da.	36.58	
December 1952			
TE1108, Work Train Service			
Locos. 7014, 2171, 2528 used a total of 12 days	@ 79.409 da.	952.91	
Form 1253, Report of Rolling Stock			
Loco Crane 0287 used 11 days	@ 6.19 da.	68.09	
5 outfit & revenue cars used 11 days ea.	@ 1.016 da.	55.88	
January 1953			
TE8, Work Train Service			
Locos 5407 and 5316 used a total of 1½ days	@ 79.409 da.	119.11	
Form 1253, Report of Rolling Stock			
Loco Crane 0287 used 7 days	@ 6.19 da.	43.33	
4 outfit & revenue cars used 7 days ea.	@ 1.016 da.	28.45	
February 1953			
TE108, Work Train Service			
Locos. 2510, 5406, 2208 used total of 4 days	@ 79.409 da.	317.64	
Form 1253, Report of Rolling Stock			
Loco Crane 0287 used 5 days	@ 6.19 da.	30.95	
4 outfit & revenue cars used 5 days ea.	@ 1.016 da.	20.32	$3814.12

Lag

Cost to compile bill:

Bill Clerk - 156 hrs.	@ 1.967159 hr.	306.88		
Bill Examiner - 18 hrs.	@ 2.12196 hr.	38.19		
Comp. Operator - 8 hrs.	@ 1.78559 hr.	14.28		
Typist - 10 hrs.	@ 1.82839 hr.	18.28	377.63	
Plus 3% Vacation Allowance on 377.63			11.33	
" 6¼% RRR & UI Tax on 388.96			25.28	
" 3% Workmen's Compensation on 388.96			11.67	
" 1% Public Liability Ins. on 388.96			3.89	$429.80
		Total Expense		$110641.83

D - Material shipped direct.

Second St. Oxing RR. BFI-174(16) 3631-14-1020 $ 2,222.26 ok

Reg

FORM E-123 60M REVISED 2-[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 13, 1954

Union Pacific Railroad Company
Omaha 2, Nebraska

Attention: Mr. L. V. Peart
Auditor of General and Station Accounts

Gentlemen:

Re: Hood River-Mosier Section
Agreement Audit 75415

Our final project statement of costs for the above project is being prepared for presentation to the Bureau of Public Roads for audit. Bills for your work at the site of the Hood River-Mosier Section will be a part of this final cost statement.

The final cost statement should be in the hands of the Bureau for audit within the next thirty days. We will advise you as soon as we receive their audit report.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/ds

cc C. H. Maison
C. A. Gardner ✓

FORM E-123X 25M 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 1, 1954

Union Pacific Railroad Company
c/o Assistant Treasurer
Omaha 2, Nebraska

Gentlemen:

On July 3, 1953, we mailed to you for signature a voucher in the amount of $3637.31 covering our estimate #4 on agreement #370-372, your bill #621483 of May 25, 1953. This bill was originally in the amount of $4301.75. According to our information through our Bridge Department you declined to sign the original voucher upon the account of a deletion made by the State Highway Department concerning which there was discussion. I understand that an agreement has been reached and our Bridge Department has authorized an additional estimate #7 in the amount of $234.54. I accordingly once more submit for your signature the original voucher for $3637.31 and also the additional voucher for $234.54. Upon the return of the two vouchers properly signed payment will be expedited so far as possible.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By: Carl F. Smith
Carl F. Smith
Accounting Division

CFS:jm
Enclosure

cc: C. A. Gardner
Bridge Office Engineer
State Highway Department
Salem, Oregon

1954

FORM 360
5-54-40M

UNION PACIFIC RAILROAD COMPANY

ACCOUNTING DEPARTMENT

R. M. SUTTON, GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. V. PEART, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

L. C. CHAMBERLIN, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA.

November 10, 1954

G-13-0

NOTED
W. C. WILLIAMS

Mr. W. C. Williams,
Deputy State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir:

This refers to your letter of October 27, 1954 relative to your voucher dated July 3, 1953, amount $3,637.31 your Agreement No. 370-372, - Estimate 4, covering our Bill Collectible No. 621483 dated May 25, 1953, W.O. S-3944-OW.

Herewith unsigned voucher as requested.

Yours truly,

L. V. PEART

RECEIVED

RECEIVED
NOV [illegible] 1954

SUBJECT: Unsettled Bills - State of Oregon

UNION PACIFIC RAILROAD COMPANY

ACCOUNTING DEPARTMENT

FORM 260
- 54 20M

R. M. SUTTON, GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. V. PEART, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

L. C. CHAMBERLIN, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA,

November 8, 1954

G 13-0

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Sir:

This refers to my letter of October 18, 1954, relative to the status of billing on various projects.

The following bills represent total charges on the Hood River - Mosier Section covered by Contract U.P. Audit No. 75415 (State Railroad/Agreement 370).

Bill Audit Number	Amount	
597357	$4,233.36	(These amounts) (represent 10%) (retention)
602566	2,678.22	
621483	4,301.75	(Original amount)

Will you please advise whether final audit of these bills has been received from the Bureau of Public Roads and when settlement may be expected.

Yours truly,

L. V. PEART

RECEIVED
NOV 1 1954
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
NOV 12 1954
Office of
STATE HIGHWAY ENGINEER

Salem, Oregon November 16, 1954

STATE OF OREGON

To Union Pacific Railroad Company
Omaha 2, Nebraska ,Dr.

Project Hood River-Mosier Section

Highway Comm. Agreement No. 370 & 372

Sub-Division No.

Ry. Company's Agreement No. Audit 75780 & 75415

Estimate No. 7

Period Covered July 1952

Prefix & Acct. No. 33-1022

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 590337	4,709.04	4,709.04	
597357	38,575.08	38,575.08	
690475	8,018.70	8,018.70	
Supp. to 597359	375.85	375.85	
Bill 621483	4,041.45	4,041.45	
639563	21,452.00	21,452.00	
602566	26,782.21	26,782.21	
Supp. to 621483	260.60		260.60
Totals	104,214.93	103,954.33	260.60
Retained 10 %	10,421.49	10,395.43	26.06
Total Payments	93,793.44	93,558.90	234.54

Computed by Checked by

Pay This Estimate $ 234.54

Approved Field Engr.

Approved:

Previous Voucher No.

cag

Bridge Office Engineer

Form A-66x—8M—11-46

Date ....

Invoice No. ....

P. O. No. ....

STATE PRINTING DEPT.

Inv for Service Rendered or Goods Furnished th
GON STATE HIGHWAY COMMISSION
by
Union Pacific Railroad Company
Omaha 2, Nebraska

This Space for Salem Office Only—Do Not Use

To reinstate following items originally deleted from Union Pacific Company Bill 621483.

July 1952
RR Tracks - Sec. 11
Roadway watchman on temporary
bridge M.P. 67.92 Account
high loads damaging Bridge

80 hrs.	1.515 hr.	121.20	
40 hrs.	2.2725 hr.	90.90	
2 hrs.	2.78 hr.	5.56	
		217.66	
3% Vacation Allowance on 121.20		3.64	
6% RRR & UI on 221.30		13.28	
Insurance:			
3% Workmans Compensation		6.64	
1% Public Liability & Property Damage		2.21	243.43

August 1952
Payroll tracks Sec. 11
Roadway watchman

10 hrs.	1.515 hr.	15.15	
3% Vacation Allowance		.45	
6% RRR & UI on 15.60		.94	
Insurance:			
3% Workmen's Compensation		.47	
1% Public Liability & Property Damage		.16	17.17
			260.60

FORM E-133 90M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 14, 1954

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland 13, Oregon

Gentlemen:

Re: South Unit, Hood River-Mosier Section
Contract No. 3507

Our billing for work done by the Union Pacific Railroad Company on the above section contains two items covering the cost of watchmen at the site of the temporary haul road bridge at Railroad Milepost 67.92. Our investigation of these charges discloses that they cover the cost of special watchmen deemed necessary to protect railroad property and operations because of the nature of your hauling activities at the site of the temporary structure. Responsibility for costs of this kind is set out in the job special provision entitled "Contractor's Obligations for Protection of Railroad Property," pages 9, 10, and 11 of the special provisions of the contract.

A detail of the charges for the watchmen and the necessity for placing them on the work is shown on the attached sheet.

Charges for items of this nature would normally be handled by a direct billing from the Union Pacific Railroad Company to your company. However, since the items were included in our billing, we hesitate to ask the railroad company to correct the entire bill and feel that it could be handled by your check made in favor of the railroad company forwarded to the Highway Department, which we will send along with our check to the railroad company to cover the total bill. May we have your check to cover the amount shown on the attached sheet.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

CAG/ds
Attached

cc C. A. Gardner ✓

C O P Y

July 1952
RR Tracks - Sec. 11
Roadway watchman on temporary bridge M.P. 67.92 Account high loads damaging Bridge

80 hrs	1.515 hr	121.20	
40 hrs	2.2725 hr	90.90	
2 hrs	2.78 hr	5.56	
		217.66	
3% Vacation Allowance on 121.20		3.64	
6% RRR & UI on 221.30		13.28	
Insurance:			
3% Workmans Compensation		6.64	
1% Public Liability & Property Damage		2.21	243.43

August 1952
Payroll tracks Sec. 11
Roadway watchman

10 hrs	1.515 hr.	15.15	
3% Vacation Allowance		.45	
6% RRR & UI on 15.60		.94	
Insurance:			
3% Workmen's Compensation		.47	
1% Public Liability & Property Damage		.16	17.17
			260.60

Necessity for Placing Special Watchmen by Union Pacific Company

"We are sorry that our method of maintaining records will not lend itself to furnishing you copies of pay roll covering the two items of special flagging on page 5 of the above-mentioned bill as the pay roll does not identify the projects involved. This information is contained on a distribution sheet. Attached are copies of our Form 4920 showing time as charged on the distribution sheet and from which the Auditor's billing is prepared. This form will show the dates, hours worked and the rates of pay.

"The telltales protecting the temporary trestle had been knocked down by the contractor who was continuing to use the bridge without the protection of the telltales. In order to protect our operations we felt it was necessary to place these flagmen on the bridge, which is permitted under Section 7(b) of our agreement with the State covering this project."

Necessity for Placing Special Watchmen by Highway Department Resident Engineer

"The facts were as stated on the railroad company's report and billing. The telltales had been knocked down repeatedly. Earlier in the year one of the bridges had been damaged, and, because it was unreported, had endangered a train.

"During the periods the railroad company kept the extra flagmen on duty, the contractor was hauling out many large rocks. To facilitate dumping, the truck beds were partly filled with finer materials, then the large rocks loaded on top. This made the loads so high, the railroad company did not trust them to always have sufficient clearance, and the drivers seldom used any caution."

FORM E-30 25M 9-51 92319

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
April 12, 1954

SUBJECT: Union Pacific Bill No. 621483
Hood River - Mosier Section

To:

Mr. G.S. Paxson,
Assistant State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to your letter of April 7th regarding Union Pacific's bill for extra flagman time, chargeable to our contractor:

The facts were as stated on the railroad company's report and billing. The telltales had been knocked down repeatedly. Earlier in the year one of the bridges had been damaged and, because it was unreported, had endangered a train.

During the periods the railroad company kept the extra flagmen on duty, the contractor was hauling out many large rocks. To facilitate dumping, the truck beds were partly filled with finer materials, then the large rocks loaded on top. This made the loads so high, the railroad company did not trust them to always have sufficient clearance, and the drivers seldom used any caution.

Very truly,

A.V. Benedict
A.V. Benedict
Resident Engineer.

cc: Mr. H.G. Smith
Mr. W.E. Chandler

RECEIVED
APR 1[illegible] 1954
OREGON STATE HIGHWAY COMMISSION

ORM E-10 25M 9-51 52918

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1954

SUBJECT: C O P Y

To: Mr. A. V. Benedict
Resident Engineer
State Highway Department
Box 420
The Dalles, Oregon

Dear Sir:

Reference is made to the Union Pacific's Bill No. 621483 and the items shown on page 5 that should be charged to the contractor.

We are going to make an attempt to recover this money from the Kuckenberg Construction Company. Before presenting the bill, I would like to have all possible detail concerning the necessity for placing the extra flagmen. I am enclosing a copy of the Union Pacific's information concerning the same. Is there any further detail that you can add to this?

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

CAG/ds
Encl.

cc W. E. Chandler

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

MARCH 23, 1954

(Refer to File No. D 315-2-40)

Mr. G. S. Paxson, Ass't. State Hwy. Engr.
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Hood River-Mosier Section,
Columbia River Highway

Your letter of March 3d requesting information in connection with our Bill No. 621483 and with particular reference to Flagmen on temporary trestle:

We are sorry that our method of maintaining records will not lend itself to furnishing you copies of pay roll covering the two items of special flagging on page 5 of the above-mentioned bill as the pay roll does not identify the projects involved. This information is contained on a distribution sheet. Attached are copies of our Form 4920 showing time as charged on the distribution sheet and from which the Auditor's billing is prepared. This form will show the dates, hours worked and the rates of pay.

The telltales protecting the temporary trestle had been knocked down by the contractor who was continuing to use the bridge without the protection of the telltales. In order to protect our operations we felt it was necessary to place these Flagmen on the bridge, which is permitted under Section 7(b) of our agreement with the State covering this project.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

RECEIVED
MAR 25 1954
OREGON
STATE HIGHWAY COMMISSION

encs.

RECEIVED
MAR 25 1954
[illegible] HIGHWAY COMMISSION

[illegible]

Remarks: Recovering [illegible] temporary [illegible] Right [illegible] drainage.

[illegible]

FORM E-123 50M REVISED 5-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 3, 1954

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Attention: Mr. Ralph Baysinger

Gentlemen:

Reference is made to our letter of June 30, 1953, and your Bill No. 621483 for work on the temporary trestles on the Columbia River Highway.

With regard to the item of $260.60 for special flagging for the contractor, will you please furnish us with a supporting pay roll for the two items shown on page 5 of your bill and also a detailed explanation of the necessity for placing these extra flagmen on the work. We would like to have a detailed pay roll showing the names of the flagmen, the dates and hours worked, and the rates of pay.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

CAG/ds

cc C. A. Gardner ✓

FORM 280
6 53 20M

UNION [illegible]CIFIC RAILROAD COM[illegible]NY

ACCOUNTING DEPARTMENT

R. M. SUTTON, GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. V. PEART, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

T. J. CUMMINS, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA,

April 6, 1954

G 13-0

Mr. W. W. Stiffler,
Assistant State Highway Engineer,
Salem, Oregon.

Dear Sir:

This refers to my letter of December 17, 1953, file G 13-0, regarding unsettled bills with the State of Oregon.

Under Hood River-Mosier Section, U.P. Audit No. 75780, we stated final billing had been rendered. Investigation develops that the work under this contract has not been completed and final billing has not been rendered.

Yours truly,

L. V. PEART

RECEIVED
APR 12 1954
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
APR 9 1954
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon March 1, 1954

STATE OF OREGON

To Union Pacific Railroad Co.
Omaha 2, Nebraska, Dr.

Project Hood River - Mosier Sec.

Highway Comm. Agreement No. 370 372

Sub-Division No.

Ry. Company's Agreement No. Audit 75780 & 75415

Estimate No. 6

Period Covered February 1952 - March 1953

Prefix & Acct. No. See Invoice

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 590837	4709.04	4709.04	
" 5973[illegible]7	38575.08	38575.08	
" 6[illegible]479	8018.70	8018.70	
Supp. to 597359	375.65	375.65	
Bill 621463	4041.15	4041.15	
" 639563	21452.00	21452.00	
" 662566	26782.21	0	26782.21
Totals	103954.63 3	77171.82 2.12	26782.21
Retained 10 %	10395.40 3	7717.18 21	2678.22
Total Payments	93558.63 90	69454.64 91	24103.99

Computed by ______ Checked by

Pay This Estimate $ 24103 99

Approved Field Engr. ______

Approved:

Previous Voucher No.

EAG
Bridge Office Engineer

5-51-100M

Form 131A

BILL NO. 60[illegible]566

MONTH'S ACCOUNT

DEPT. NO.

DATE MADE [illegible] 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

O. K. - Charge as follows:

33-1025-284,	$1,845.35	Mosier Oxing (Conn. Rd. - -BFI-35(6)
33-1025-285,	$5,875.83	
33-1026-284,	$2,796.60	Shogren Oxing - - - BFI-35(6)
33-1026-285,	$3,227.17	
14-1020-284,	$ 471.48	Second St. Oxing, U.P.R.R.--BFI-174(16)
14-1020-285,	$2,059.07	
14-1021-284,	$4,204.74	Hood River Oxing - BFI-174(14)
14-1021-285,	$6,301.97	

95

R.W. Ellison
Resident Bridge Engineer

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

ION ACIFIC RAILROAD COM Y

Expense incurred by our forces installing inside steel guard rails under highway viaducts at M.P. 62.53, and 70.46, moving and restoring signal and telegraph lines, shifting track and providing inspectors and flagmen during construction of viaducts for State of Oregon between Hood River and Mosier per contract Audit No. 75415 dated April 13, 1951. Our Work Order S-3108 - OW.

Final Billing
Period February 1952 to May 1953
Billed under provisions of General Administrative Memorandum No. 299 and subsequent amendments thereto.

Labor:		
February 1952		
PR 701-2, Eng. Dept.		
Inspect highway construction.		
Engineer Inspector	12 hrs. @ 439.52 mo. (20 da.)	32.96 -
PR 712, Signal Gang 787, (W.L. Hieb)		
Putting pole line in cable M.P. 69.1		
Foreman	24 hrs. @ 2.716 hr.	65.18
Signalmen	88 hrs. @ 1.973 "	173.62
Asst. "	48 hrs. @ 1.685 "	80.88
Helpers	96 hrs. @ 1.661 "	159.46
Putting pole line in cable M.P. 70		
Foreman	16 hrs. @ 2.716 hr.	43.46
Signalmen	64 hrs. @ 1.973 "	126.27
Asst. "	48 hrs. @ 1.685 "	80.88
Helpers	64 hrs. @ 1.661 "	106.30
Telegraph Dept. Form 5321		
Remove line account overpass M.P. 69.07		
Districtman	8 hrs. @ 401.86 mo. (25 da.)	16.07
March 1952		
PR 701-1, Supt. Ore. (H.S. Elliott)		
Move telephone & signal lines, flagging, etc.		
Engineer Inspector	20 hrs. @ 445.00 mo. (22 da.)	50.56 -
PR 701-2, Supt. Ore.		
Inspect construction M.P. 69.07		
Engineer Inspector	16 hrs. @ 445.00 mo. (22 da.)	40.45 -
PR 712-1, Signal Gang 787 (W.L. Hieb)		
Putting pole line in cable Mosier		
Foreman	32 hrs. @ 434.56 mo. (22 da.)	79.01
Signalmen	64 hrs. @ 1.973 hr.	126.27
Asst. "	48 hrs. @ 1.685 hr.	80.88
Helpers	48 hrs. @ 1.661 hr.	79.73

Putting pole line in cable M.P. 63

Foreman	32 hrs. @ 434.56 mo.	79.01
Signalmen	164 hrs. @ 1.973 hr.	323.57
Asst. "	96 hrs. @ 1.685 hr.	161.76
Helpers	128 hrs. @ 1.661 hr.	212.61

Putting pole line in cable M.P. 62.6

Foreman	40 hrs. @ 434.56 mo.	98.76
Signalmen	88 hrs. @ 1.973 hr.	173.62
Asst. "	80 hrs. @ 1.685 hr.	134.80
Helpers	128 hrs. @ 1.661 hr.	212.61

PR 712-2, Signal Gang 787

Putting pole line in cable M.P. 63.08

Foreman	32 hrs. @ 434.56 mo.	79.01
Signalmen	128 hrs. @ 1.973 hr.	252.54
Asst. "	40 hrs. @ 1.685 hr.	67.40
Helpers	64 hrs. @ 1.661 hr.	106.30

Putting pole line in cable M.P. 62.53

Foreman	16 hrs. @ 434.56 mo.	39.50
Signalmen	32 hrs. @ 1.973 hr.	63.14
Asst. "	8 hrs. @ 1.685 hr.	13.48
Helpers	16 hrs. @ 1.661 hr.	26.58

PR 713, Extra Gang 747, (Alex Schied)

Shifting passing track Mosier

Foreman	16 hrs. @ 1.933 hr.	30.93
Laborer	296 hrs. @ 1.469 hr.	434.82
Mtl. Clerk	16 hrs. @ 1.8033 hr.	28.85

PR Telegraph Dept., Gang 019

Placing line underground

Lead Lineman	88 hrs. @ 1.991 hr.	175.21
" "	11 hrs. @ 2.852 hr. O.T.	31.37
Lineman	276 hrs. @ 1.901 hr.	524.68
"	34 hrs. @ 2.852 hr. O.T.	96.97
Groundmen	105 hrs. @ 1.661 hr.	174.41
"	3 hrs. @ 2.492 hr. O.T.	7.48

Remove Line M.P. 69.07		
Districtman	16 hrs. @ 401.86 mo. (26 da.)	30.91
Remove Line M.P. 63.08		
Districtman	12 hrs. @ 401.86 mo. (26 da.)	23.18
Remove line M.P. 62.53		
Districtman	20 hrs. @ 401.86 mo. (26 da.)	38.64
Remove line M.P. 70.46		
Districtman	23 hrs. @ 401.86 mo. (26 da.)	44.44

April 1952

PR 701-1 Supt. Ore.			
Bridge Construction M.P. 63.08			
Engineer Inspector 12 hrs. @ 439.58 mo. (22 da.)		29.97 ✓	
Bridge Construction M.P. 70.46			
Engineer Inspector 16 hrs. @ 439.58 mo. (22 da.)		39.96 ✓	
Bridge Construction M.P. 69.07			
Engineer Inspector 28 hrs. @ 439.58 mo. (22 da.)		69.93 ✓	
PR 701-2 Supt. Ore.			
Bridge Construction M.P. 63.08			
Engineer Inspector 8 hrs. @ 439.58 mo. (22 da.)		19.98 ✓	
Bridge Construction M.P. 69.07			
Engineer Inspector 20 hrs. @ 439.58 mo. (22 da.)		49.95 ✓	
Bridge Construction M.P. 70.46			
Engineer Inspector 24 hrs. @ 439.58 mo. (22 da.)		59.94 ✓	
PR 712-1, Signal Dept. (F.B. Pendleton)			
Protect signal wires while blasting M.P. 70.46			
Signalmen 8 hrs.@ 1.963 hr.		15.70	
PR 712-2, Signal Dept. (F.B. Pendleton)			
Protect signal wiresswhile blasting M.P. 70.46			
Signalman 6 hrs. @ 1.963 hr.		11.78	
PR 713, Section Gang 11, (Earl Metsker)			
Flagging, and watching			
Foreman 8 hrs. @ 310.57 mo. (22 da.)		14.12	
Sectionmen 52 hrs. @ 1.495 hr.		77.74	NP 219.57
PR 713, Section Gang 12, (N. Gaglia)			
Flagging at overpass M.P. 70.46			
Sectionmen 40 hrs. @ 1.495 hr.		59.80	
" 18 hrs. @ 2.245 hr.	O.T.	40.41	
Foreman 10 hrs. @ 2.75 hr.	O.T.	27.50	
PR Telegraph Dept. Gang 019			
Place line underground			
Lineman 40 hrs. @ 1.891 hr.		75.64	
Groundman 40 hrs. @ 1.651 hr.		66.04	
Remove line for overpass			
Districtman 24 hrs. @ 2.3206 hr.		55.69	
Patrolling telegraph line			
lineman 14 hrs. @ 1.891 hr.		26.47	

May 1952		
PR 701-1 Supt. Ore.		
Bridge construction M.P. 63.08		
Engineer Inspector 8 hrs. @ 445.00		
mo. (21 da.)	21.19	
Bridge construction M.P. 69.07		
Engineer Inspector 16 hrs. @445.00		
mo. (21 da.)	42.38	
Bridge construction M.P. 70.46		
Engineer Inspector 28 hrs. @445.00		
mo. (21 da.)	74.17	
Bridge construction M.P. 62.53		
Engineer Inspector 4 hrs. @ 445.00		
mo. (21 da.)	10.60	
PR 701-2, Supt. Ore.		
Bridge Construction M.P. 63.08		
Engineer Inspector 4 hrs. @ 445.00		
mo. (21 da.)	10.60	
Bridge Construction M.P.69.07		
Engineer Inspector 4 hrs. @ 445.00		
mo. (21 da.)	10.60	
Bridge Construction M.P. 70.46		
Engineer Inspector 4 hrs. @ 445.00		
mo. (21 da.)	10.60	
PR 712-2, Signal Gang 787, (L.E. Roundy)		
Patrolling signal line		
Signalman 10 hrs. @ 1.963 hr.	19.63	
PR 713, Section Gang 11, (Earl J. Metsker)		
Flagging, M.P. 62.53		
Foreman 2 hrs. @ 310.57 mo.		
(21 da.)	3.69	
Laborers 24 hrs. @ 1.495 hr.	35.88	
Foreman 4 hrs. @ 2.75 hr. O.T.	11.00	NP 762.73
Watchman, M.P. 70.46		
Laborers 280 hrs. @ 1.495	418.60	
" 105 hrs. @ 2.245 O.T.	235.73	
Flagging - Watchman M.P. 63.08		
Laborer 32 hrs. @ 1.495 hr.	47.84	
" 2 hrs. @ 2.245 hr. O.T.	4.49	
Foreman 2 hrs. @ 2.75 hr. O.T.	5.50	
June 1952		
PR 701-1 Supt. Ore.		
Inspect viaducts construction		
Engineer Inspector 40 hrs. @ 445.00		
mo. (21 da.)	105.95	
PR 701-2, Supt. Ore.		
Inspect highway construction		
Engineer Inspector 48 hrs. @ 445.00		
mo. (21 da.)	127.14	
PR 713, Section Gang 11 (E. Metsker)		
Flagman & Watchman M.P. 63.08		
Laborer 16 hrs. @ 1.495 hr.	23.92	NP 526.24
Flagmen & Watchmen M.P. 70.46		
Laborers 336 hrs. @ 1.495 hr.	502.32	

Flagmen & Watchmen M.P. 70.46 (Cont'd.)				
Laborers	126 hrs. @ 2.245 hr.	O.T.	282.87	
Flagman & Watchman M.P. 62.53				NP 582.23
Foreman	2 hrs. @ 2.75 hr.	O.T.	5.50	
Laborer	144 hrs. @ 1.495 hr.		215.28	
"	35 hrs. @ 2.245 hr.	o.T.	78.58	

July 1952

PR 701-1, Supt. Ore				
Inspect Construction				
Engineer Inspector	40 hrs. @ 445.00 mo. (23 da.)		96.74	
PR 701-2, Supt. Ore.				
Inspect Construction				
Engineer Inspector	48 hrs. @ 445.00 mo. (23 da.)		116.08	
PR 713, Section Gang 11, (E. Metsker)				
Roadway watchman M.P. 70.46				
Laborers	184.hrs. @ 1.515 hr.		278.76	
"	72 hrs. @ 2.275 hr.	O.T.	163.80	NP 745.60
Roadway Watchman M.P. 62.53				
Laborers	176 hrs.@ 1.515 hr.		266.64	
"	16 hrs. @ 2.275 hr.	O.T.	36.40	

August 1952

PR 701-1, Supt. Ore.				
Inspect viaducts Construction				
Engineer Inspector	48 hrs. @ 445.00 mo. (21 da.)		127.14	
PR 701-2, Supt. Ore.				
Inspect viaducts construction				
Engineer Inspector	40 hrs. @ 445.00 mo. (21 da.)		105.95	
PR 712-1, Signal Gang 787 (L.E.Roundy)				
Patroll signal line				
Signalman	4 hrs. @ 1.983 hr.		7.93	
PR 713 Section Gang 11 (E.Metsker)				
Roadway Watchman M.P. 62.53				
Laborer	168 hrs. @ 1.515 hr.		254.52	
"	32 hrs. @ 2.28 hr.	O.T.	72.96	NP 353.06
PR 713, Section Gang 12, (N. Gaglia)				
Flagging M.P. 69.07				
Foreman	4 hrs. @ 1.85 hr.		7.40	
Laborers	12 hrs. @ 1.515 hr.		18.18	

September 1952

PR 701-1, Supt. Ore.				
Inspect viaducts construction				
Engineer Inspector	40 hrs. @ 445.00 mo. (21 da.)		105.95	
PR 701-2, Supt. Ore.				
Inspect viaducts construction				
Engineer Inspectors	56 hrs. @ 445.00 mo. (21 da.)		148.33	

PR 713, Section Gang 11, (E. Metsker)		
Roadway Watchman M.P. 62.53		
Laborer 168 hrs. @ 1.535 hr.	257.88	NP 398.36
" 61 hrs. @ 2.303 hr. O.T.	140.48	
PR Teleg. Department		
Replace line at overpass M.P. 69.07		
Districtman 22 hrs. @ 403.94 mo. (26 da.)	42.72	
October 1952		
PR 701-1 Supt. Ore.		
Inspect viaducts construction		
Engineer Inspectors 72 hrs. @ 445.00 mo. (23 da.)	174.13	
PR 701-2, Supt. Ore.		
Inspect viaducts construction		
Engineer Inspector 32 hrs. @ 445.00 mo. (23 da.)	77.39	
PR 712-2, Signal Gang 782, (Melvin H.Allen)		
Restore poles & signal line under viaduct		
Foreman 16 hrs. @ 440.81 mo. (23 da.)	38.33	
Signalmen 136 hrs. @ 2.003 hr.	272.41	
Asst. Signalmen 32 hrs. @ 1.763 hr.	56.42	
" " 16 hrs. @ 1.739 hr.	27.82	
Helpers 32 hrs. @ 1.691 hr.	54.11	
PR 713, Section Gang 11, (E.Metsker)		
Roadway watchman M.P. 62.53		
Foreman 3 hrs. @ 2.81 hr. O.T.	8.43	
Laborer 184 hrs. @ 1.535 hr.	282.44	NP 625.15
" 69 hrs. @ 2.303 hr.O.T.	158.91	
Flagging Account removeing temporary bridge M.P. 63.20		
Foreman 14 hrs. @ 317.35 mo. (23 da.)	24.15	
" 1 hrs. @ 2.81 hr. O.T.	2.81	
Laborers 48 hrs. @ 1.535 hr.	73.68	
" 5 hrs. @ 2.305 O.T.	11.53	
November 1952		
PR 701-1, Supt. Ore.		
Inspect viaducts construction		
Engineer Inspector 24 hrs. @ 445.00 mo. (19 da.)	70.26	
PR 701-2, Supt. Ore.		
Inspect viaduct construction		
Engineer Inspector 16 hrs. @ 445.00 mo. (19 da.)	46.84	
PR 713, Section Gang 11, (E. Metsker)		
Roadway watchman M.P. 62.53		
Foreman 3 hrs. @ 317.35 mo. (19 da.)	6.26	
Laborers 144 hrs. @ 1.535 hr.	221.04	
" 18 hrs. @ 2.305 hr. O.T.	41.49	
" 21 hrs. @ 1.499 hr.	31.48	NP
Roadway watchman M.P. 63.30		
Foreman 3 hrs. @ 2.81 hr. O.T.	8.43	

Roadway watchman M.P. 63.30				
Laborer	3 hrs.	@ 2.305 hr. O.T.	6.92	NP 315.62
PR Teleg. Department, Gang 015				
Place line underground				
Lead Lineman	8 hrs.	@ 2.021 hr.	16.17	
" "	1 "	@ 2.897 hr. O.T.	2.90	
Lineman	16 "	@ 1.931 hr.	30.90	
Groundman	16 hrs.	@ 1.691 hr.	27.06	
Foreman	8 hrs.	@ 435.00 mo. (30 da.)	14.50	
Lineman	20 hrs.	@ 1.931 hr.	38.62	
Groundman	8 hrs.	@ 1.691 hr.	13.53	
December 1952				
PR 701-1, Supt. Ore.				
Inspect viaducts & engineering				
Engineer Inspector	24 hrs.	@ 445.00 mo. (22 da.)	60.68	
PR 701-2, Supt. Ore.				
Inspect highway construction M.P. 70.46				
Engineer Inspector	11 hrs.	@ 445.00 mo. (22 da.)	27.81	
PR 712-2, Signal Gang 782, (Melvin H. Allen)				
Remove temporary cable M.P. 62.5				
Signalman	24 hrs.	@ 2.003 hr.	48.07	
Asst.Signalman	8 hrs.	@ 1.739 hr.	13.91	
PR 713, Section Gang 11, (E. Metsker)				
Roadway watchman & Flagman M.P. 62.53				
Foreman	2 hrs.	@ 317.35 mo. (22 da.)	3.61	
Laborers	192 hrs.	@ 1.535 hr.	294.72	
Watchman	33 hrs.	@ 2.305 hr. O.T.	76.07	
"	4 hrs.	@ 1.535 hr.	6.14	NP 714.56
"	10 hrs.	@ 1.499 hr.	14.99	
PR 713, Section Gang 12, (N. Gaglia)				
Flagging & repair track				
Foreman	25 hrs.	@ 2.81 hr. O.T.	70.25	
Laborers	96 hrs.	@ 1.535 hr.	147.36	
"	44 hrs.	@ 2.305 hr. O.T.	101.42	
PR Teleg. Department Gang 015				
Replace open wire under bridge				
Lineman	9 hrs.	@ 1.931 hr.	17.38	
"	5 hrs.	@ 1.931 hr.	9.66	
PR Teleg. Dept. Form 5321				
Restore line at overpass M.P. 70.46				
Districtman	19 hrs.	@ 408.11 mo. (27 da.)	35.90	
January 1953				
PR 712-1, Signal Gang 782 (Melvin H.Allen)				
Remove temporary cable, install poles,etc. M.P. 69.0				
Foreman	24 hrs.	@ 438.72 mo. (21 da.)	62.67	
Signalman	208 hrs.	@ 1,993 hr.	414.54	
Asst. Signalman	72 hrs.	@ 1.753 hr.	126.22	
Helper	40 hrs.	@ 1.681 hr.	67.24	

Remove temporary cable, install poles, etc. M.P. 70.46		
Foreman 40 hrs. @ 438.72 mo. (21 da.)	104.46	
Signalman 288 hrs. @ 1.993 hr.	573.98	
Asst.Signalman 96 hrs. @ 1.753 hr.	168.29	
Helper 32 hrs. @ 1.681 hr.	53.79	
PR 713, Section Gang 11 (E.J. Metsker)		
Roadway watchman M.P. 62.53		
Laborers 192 hrs. @ 1.525 hr.	292.80	NP 347.76
" 24 hrs. @ 2.29 hr. O.T.	54.96	
PR Teleg. Department, Gang 015		
Rearrange wires		
Foreman 8 hrs. @ 446.13 mo. (31 da.)	14.39	
Lineman 16 hrs. @ 1.921 hr.	30.74	
Groundman 48 hrs. @ 1.681 hr.	80.69	
February 1953		
PR 712-2, Signal Gang 782 (Melvin H. Allen)		
Reset poles &restore signalline M.P. 62.6		
Foreman 36 hrs. @ 438.72 mo. (19 da.)	103.91	
Signalman 152 hrs. @ 1.993 hr.	302.94	
Asst.Signalman 40 hrs. @ 1.753 hr.	70.12	
" " 20 hrs. @ 1.705 hr.	34.10	
Helper 32 hrs. @ 1.681 hr.	53.79	
Pole Line Change Acct.Hiway relocation M.P. 62.6		
Foreman 8 hrs. @ 486.97 mo. (19 da.)	25.63	
PR 713, Section Gang 11, (E. Metsker)		
Roadway watchman M.P. 62.53		
Foreman 2 hrs. @ 315.66 mo. (19 da.)	4.15	NP 101.00
Laborers 56 hrs. @ 1.525 hr.	85.40	
" 5 hrs. @ 2.29 hr. O.T.	11.45	
March 1953		
PR Teleg. Department Gang 015		
Move line		
Lineman 96 hrs. @ 1.921 hr.	184.42	
Groundman 96 hrs. @ 1.681 hr.	161.38	
April 1953		
PR 713, Section Gang 11, (E. Metsker)		
Install guard rail M.P. 70.40		
Sectionmen 32 hrs. @ 1.5883854 hr.	50.83	
PR 713, Section Gang 12, (N. Gaglia)		
Install guard rail		
Sectionmen 24 hrs. @ 1.7895058 hr.	42.95	

May 1953					
PR 713, Section Gang 11, (E. Metsker)					
Install guard rail M.P. 62.30					
Foreman	8 hrs. @ 317.35 mo. (21 da.)	15.11			
Laborers	40 hrs. @ 1.535 hr.	61.40			

"Additional compensation for the period December 1, 1952 to March 31, 1953, inclusive, under the Guthrie Award dated March 18, 1953."

December 1952					
Signal Gang 792	32 hrs. @ .04 hr.	1.28			
Section Gang 11	241 hrs. @ .04 hr.	9.64	NP		16.24
Section Gang 12	165 hrs. @ .04 hr.	6.60			
Teleg. Gang 015	14 hrs. @ .04 hr.	.56			
Teleg. Dept.	19 hrs. @ .04 hr.	.76			
January 1953					
Signal Gang 782	800 hrs. @ .04 hr.	32.00			
Section Gang 11	216 hrs. @ .04 hr.	8.64	NP		8.64
Teleg. Gang 015	72 hrs. @ .04 hr.	2.88			
February 1953					
Signal Gang 782	288 hrs. @ .04 hr.	11.52			2.52
Section Gang 11	63 hrs. @ .04 hr.	2.52	NP		
March 1953					
Teleg. Gang 015	192 hrs. @ .04 hr.	7.68			
Overtime	131 hrs. @ .02 hr.	2.62	16427.08		
Plus 3% Vacation Allowance on 14627.85			438.84		
6% RRR & UI Tax on 16865.92			1011.96		
3% Workmen's Compensation Ins. On 16865.92			505.98		
1% Public Liability Ins. on 16865.92			168.66	18552.52	

PERSONAL EXPENSES:

February 1952	
Vo. 156960 - PX	
H.S. Elliott Engr. Inspector	11.21
Vo.159586 - PX	
C.E.Fisk, Districtman	1.50
March 1952	
Vo. 177719 - PX	
Bob W. Durfee, Lead Lineman	64.80
Vo. 181639 - PX	
H.S. Elliott, Engr. Inspector	47.47
Vo. 185033 - PX	
Daniel B. Cook, Lineman	64.15
Vo. 185035 - PX	
R.F. Mc Quillen, Lineman	66.60
Vo. 185041 - PX	
William E. Buckman, Lineman	66.85
Vo. 182805 - PX	
C.E. Fisk, Districtman	42.45

4

April 1952		
Vo. 179792 - PX		
C.E. Fisk, Districtman	12.25	
Vo. 179890 - PX		
H. S. Elliott, Engr. Inspector	121.70	
Vo. 184512 - PX		
F.B. Pendleton, Signalman	11.42	
May 1952		
Vo. 198511 - PX		
H. S. Elliott, Engr. Inspector	98.64	
June 1952		
Vo. 201226 - PX		
Thomas W. Riser, Engr. Inspector	105.94	
July 1952		
Vo. 223805 - PX		
T. W. Riser, Engr. Inspector	109.19	
August 1952		
Vo. 222508 - PX		
T.W. Riser, Engr. Inspector	123.90	
September 1952		
Vo. 242693 - PX		
T.W. Riser, Engr. Inspector	118.35	
Vo. 251801 - PX		
William C. Pound, Engr. Inspector	21.54	
Vo. 243281 - PX		
C. E. Fisk, Districtman	12.50	
October 1952		
Vo. 246366 - PX		
W. C. Pound, Engr. Inspector	87.43	
Vo. 246304 - PX		
T.W. Riser, Engr. Inspector	49.51	
November 1952		
Vo. 262181 - PX		
T.W. Riser, Engr. Inspector	58.90	
December 1952		
Vo. 264002 - PX		
T.W. Riser, Engr. Inspector	8.15	
Vo. 265518 - PX		
R.E. Becker, Lineman	11.75	
Vo. 263692 - PX		
W.C. Pound, Engr. Inspector	26.96	
Vo. 260796 - PX		
C.E. Fisk, Districtman	5.75	
February 1953		
Vo. 284458 - PX		
W.H. Ferguson, Gen.Sig. Foreman	7.90	1356.8

H

Material Used:

March 1952

F 501-2 #441, R-501

390 ft. N 19 Conductor #14 aerial cable @ .68 ft.	265.20	1/
300 ft. SH 3½" boiler tubing conduit pipe @ 103.00 C ft.	309.00	1/
30 ea. SH breaker arm brackets @1.20 ea.	36.00	1/
4 ea. SH dead end brackets @ .75 ea.	3.00	1/
30 ea. N #9 Galv. BWG 92-148 J @.14 ea.	4.20	D
30 ea. N #9 copper sleeves iron #2-148 J @ .09 ea.	2.70	D
2 ea. SH guy rods @ .75 ea.	1.50	
2 ea.SH #R-220 Bierd anchors @ 1.75 ea.	3.50	1/
½ lb. N solder @ .98 lb.	.49	

F 502-1 #587, R-753

300 ft. N Galv. 3" conduit @ 1.19 ft.	357.00
570 ft. N Galv. 3½" conduit @ 1.28 ft.	729.60
28 ea. N 10 ft. 10 pin crossarms @3.05 ea.	85.40
56 ea. N bolts 20" galv. DA @ .33 ea.	18.48
8 ea. N bolts 16" galv. @ .40 ea.	3.20
450 ea. N washers #7814 @ .06 ea.	27.00
300 ft. N strand 3/8" crape @ .05 ft.	15.00
400 ft. N strand 5/16" crape @ .05 ft.	20.00
6 ea. N bolts galv. 5/8" x 20" @ .43 ea.	2.58
56 ea. N carriage bolts 3/8" x 4" @ .03 "	1.68
3 lbs. N tie wire #9-13" @ .17 lb.	.51
139 ea. N wood bushings @ .04 ea.	5.56
30 ea. N lag screws 3/8" x 2 1/2" @.02 ea.	.60

TE 256 - Value of Barnhartrock

4 cars N rock (200 cu.yds.) @70.0044 car	280.02

F 502-1 Teleg. Department

147 ea. SH Std. steel pins @ .17 ea.	24.99
26 ea. SH Guy clamps, 3 bolt @ .11 ea.	2.86
26 ea. N Insulators for dead end shackles @ .52 ea.	13.52
130 ft. N 2" x 12" planking @ .16 ft.	20.80
3½ lbs. N 30-D nails @ .07 lb.	.25
26 ea. N Dead end shackles @1.04ea.	27.04
56 ea. N Flat crossarm braces @ .22 ea.	12.32
5 lbs. N Tie wire cu 22" @ .33 lb.	1.65
22 ea. N Solderless conntrs #4 @ .21 ea.	4.62
64 ea. N " " #6 @ .17 ea.	10.88
125 ea. N " " #9 @ .16 ea.	20.00

April 1952

F 502-1 #644, R-514

4 ea. SH crossarms UPDwg A-330 @2.35 ea.	9.40	1/
20 ea. SH breaker arm brackets model R-5010 @ 1.20 ea.	24.00	1/
50 ea. N deadend sleeves #9 - 92-148-J @ .14 ea.	7.00	
50 ea. N iron wire copper sleeves #2-148-J @ .09 ea.	4.50	
578 ft. N 19 cond #14 AWG solid @ .58 ft.	335.24	1/

2 ea. N Bierce anchors with 5/8" x 60" rod, R-220 @ 2.66 ea.	5.32	1/
F 502-1 #617, R-412		
20850 ft. N twisted pair wire @ .06 ft.	1251.00	
F 502-1 #734, R-558		
400 ft. N 19 conducts #14 AWG solid aerial cable @ .68 ft.	272.00	
400 ft. N 2 cond. #6 AWG solid underground mummy cable @ .23 ft.	92.00	1/
320 ft. SH 3½" conduit (boiler tubing) @ 103.00 C ft.	329.60	1/
2 ea. SH 5 KVA transformers 2300 V to 115 V @ 15.00 ea.	30.00	1/
520 ft. N 19 cond #14 AWG solid aerial cable @ .68 ft.	353.60	1/
310 ft. SH 3 1/2" conduit (boiler tubing) @103.00 C ft.	319.30	1/
520 ft. N 2 cond #6 AWG solid aerial cable @ .23 ft.	119.60	1/
2 ea. SH 5 KVA transformers 2300 V to 115 V @ 15.00 ea.	30.00	1/
1 ea. SH cedar pole 50 ft. butt treated @ 41.25 ea.	41.25	1/
240 ft. N 5/16 guy wire @ .03 ft.	7.20	1/ D
September 1952		
F 5321, Teleg. Dept. (Dec. 1952 accts.)		
1 ea. SH pole 30' cedar, Cl.4 @ 12.50 ea.	12.50	
1 ea. N 10 ft. 10 pin crossarm @3.49 ea.	3.49	
150 ft. N 3/8" galv. messenger @ .03 ft.	4.50	
50 lbs. SH #9 H.D.copper wire @ .16 lb.	8.00	
25 ea. N sleeves micropress 1-114J @ .09 ea.	2.25	
10 ea. N insulators #42 glass @ .12 ea.	1.20	
5 lbs. N tie wires #9 copper @ .32 lb.	1.60	
November 1952		
F 502-1, Teleg, Dept. (Dec. 52 accts.)		
3 ea. N 10 ft. Crossarms @2.75 ea.	8.25	
6 ea. SH 28" galv. crossarms braces @ .11 ea.	.66	
6 ea. SH 3/8 x 4 carriage bolts @ .04 ea.	.24	
30 ea. N 1 1/2" x 8" locust wood insulator pins @ .12 ea.	3.60	
30 ea. SH standard insulators @ .11 ea.	3.30	
3 ea. N fetter drive screw 1/2 x 4 1/2 @ .07 ea.	.21	
175 lbs. SH #9 copper wire H.D. @ .16 lb.	28.00	
150 lbs. SH #8 iron wire @ .05 lb.	7.50	
F 502-1 #2305, R-2464 (Dec. 52 accts.)		
70 lbs. N #9 copperweld wire @ .30 lb.	21.00	D
December 1952		
F 5321 Teleg. Dept. (July 53 accts.)		
1 ea. SH 25' cedar pole Cl. 3 @ 8.70 ea.	8.70	

3 ea. SH 10' - 10 pin crossarms @ 1.38 ea.	4.14	
22 ea. SH glass insulators # 42 @.06 ea.	1.32	
200 lbs. SH #9 copper wire H.D. @ .16 lb.	32.00	
120 lbs. SH #8 galv. iron wire @ .06 lb.	7.20	
36 ea. N nicropress sleeves 1-114 D @ .14 ea.	5.04	
30 ea. N nicropress sleeves 2-165J @ .16 ea.	4.80	

January 1953

F 502-1 #161, R-319

0.3 mi. SH #6 AWG solid copperweld weatherproof line wire @ 183.00 mi.	54.90	
0.3 mi. SH #8 AWG solid copperweld weatherproof line wire @ 102.00 mi.	30.60	
1.67 mi. SH #9 BWG solid galv. iron weatherproof line wire @47.00 mi.	78.49	
0.3 mi. SH #9 BWG galv. iron line wire @ 27.00 mi.	8.10	
150 ft. N 5/16", 5350 lb. Siemans-Martin extra galv.steel strand @ .04 ft.	6.00	
178 ea. Nicropress splicing sleeve for #9 BWG wire #2 - 148 - J @ .09 ea.	16.02	
16 ea. N Nicropress splicing sleeve for #8 AWG wire #1-128-J @.08 ea.	1.28	
32 ea. N Nicropress splicing sleeve for #6 AWG wire #1 - 162-J @ .15 ea.	4.80	
4 ea. N Porcelain Strain insulators #502-A @ .22 ea.	.88	D

F 502-1 #215, R-66 (Feb. 53 Accts.)

2 ea. N Class 3, 40 ft. full trtd. fir line pole @ 33.65 ea.	67.30	D
5 ea. N Class 3, 30 ft. full trtd. fir line pole @ 13.85 ea.	69.25	D
12 ea. SH Top groove porcelain insulators @ .20 ea.	2.40	
12 ea. SH Side groove porcelain insulators @ .08 ea.	.96	
68 ea. SH Side groove clear glass insulators @ .09 ea.	6.12	
81 ea. SH 1/2" galv. steel crossarm pins #71 @ .40 ea.	32.40	

March 1953

F 502-1 #419, R- 475

16 ea. N Galv. heel bolts @ .04 ea.	.64	D
32 ea. N Galv. toe bolts @ .03 ea.	.96	D
10 ea. N 10 ft. 10 pin crossarm @ 2.29 ea.	22.90	D
6 ea. SH 7 ft. 4 pin crossay @ 1.45 ea.	8.70	
32 ea. SH Galv. Crossarm braces @ .18 ea.	5.76	
20 ea. N 5/8" x 16" galv. thru bolts @ .26 ea.	5.20	D
3 ea. SH 1/2" Galv. steel crossarm pins @ .40 ea.	1.20	

1 ea. N Thimble eye straight @ .61 ea.	.61	
1 ea. N Chance 8 - Wanchor @ 2.36 ea.	2.36	
2 ea. SH Porc. strain insulator @.19 ea.	.38	
10 ea. SH Galv. 3 bolt guy clamp @.38 ea.	3.80	
5 ea. N Thimble eye angle @ .46 ea.	2.30	
2 ea. SH Class 3, 30 ft. butt treated cedar poles @ 15.75 ea.	31.50	
2 ea. N Class 3, 35 ft. full treated fir pole @ 23.90 ea.	47.80 D	
400 ft. SH #8 AWG solid copperweld weatherproof line wire @ 102.00 mi.	7.73	
1320 ft. SH #9 BWG galv. iron line wire @ 27.00 mi.	6.75	
6 ea. N Nicropress splicing sleeve for #8 AWG wire #1 - 128 - J @ .08 ea.	.48	
F 502-1 #468, R-601		
27 ea. N Nicropress splicing sleeve for #9 BWG wire #2-148-J @.09 ea.	2.43	
3 ea. N Nicropress splicing sleeve for #9 BWG wire #2-148-J @.09 ea.	.27	
5 ea. N Chance anchor rod only 5/8" x 6' with thimble eye @ 1.83 ea.	9.15	
F 502-1 #712, R-696 (Apr.53 accts.)		
100 ea. N Sleeves Cap Nicropress @ .05 ea.	5.00	
April 1953		
F 5909 (507) #463		
330 ft. SH #2, 100# rail @ 64.00 NT	357.25	
16 ea. SH cont. rail joints @ 3.20 cwt.	25.15	
44 ea. SH 131-100 tie plates @3.20 cwt.	23.23	
300 lbs. N 5/8" x 6 1/4" track spikes @ 6.15 cwt.	18.45	
60 lbs. N 1/16 x 5 1/2 track bolts @ 9.63 cwt.	5.78	
32 ea. N 1 1/8 lock washers @ 76.37 M	2.44	
July 1953		
F 4909 (507) #804		
MaineLine		
132 LT SH RE 100# rail @ 66.60 NT	148.68	
22 ea. SH tie plates repunched @ 4.00 cwt.	14.52	
6 ea. SH 100# cont. jts. @ 4.40 cwt.	12.98	
12 ea. N 1 1/16 x 5 1/2" trk. bolts @ 9.67 cwt.	2.51	
12 ea. N 1 1/8" spring washers @ 81.66 M	.98	
183 ea. N 5/8 x 6 1/4" trk. spikes @ 6.30 cwt.	10.02	
Passing Track		
150 LT SH 80# rail @ 66.60 NT	133.20	
8 ea. SH 80# angle bars @ 4.40 cwt.	8.80	
22 ea. SH 80# tie plates @ 4.00 cwt.	5.64	
16 ea. N track bolts @ 9.67 cwt.	3.38	
16 ea. N spring washers @ 60.45 M	.97	
181 ea. N track spikes @ 6.30 cwt.	9.89	7040.95

Cost of Handling:				
5% on matl. handled thru stores 6769.24			338.46	
Freight:				
Omaha to Mosier, Oregon - 1703 miles 17876 lbs. = 8.938 tons x 1703 mi. = 15221.414 NT miles @ .01 NTM			152.21	
Denver to Mosier, Oregon - 1102 miles 742 lbs. = .371 tons x 1102 mi. = 408.842 NT miles @ .01 NTM			4.09	
Centralia, Wn. to The Dalles - 175 miles 9216 lbs. = 4.608 tons x 175 mi. = 806.4 NT miles @ .01 NTM			8.06	
The Dalles to Mosier, Oregon - 15 miles 11676 lbs. = 5.838 tons x 15 mi. = 87.57 NT miles @ .01 NTM			.88	
Barnhart, Ore. to Mosier, Oregon - 139 miles 600 000 lbs. = 300 tons x 139 mi. = 41700 NT miles @ .01 NTM			417.00	7961.65
Material Released:				
December 1952				
TE 611, Teleg. Dept. (July 53 accts.)				
147 ea. Steel pins standard	@ .17 ea.	24.99		
26 ea. Guy clamp, 3 bolt	@ .11 ea.	2.86		
26 ea. insulators for shackles	@ .26 ea.	6.76		
10000 ft. wire tw. pr. #14	@ .03 ft.	300.00		
26 ea. dead end shackles	@ .94 ea.	24.44		
56 ea. braces flat crossarm	@ .20 ea.	11.20		
22 ea. Solderless connectors #4	@ .19 ea.	4.18		
64 ea. solderless connectors #6	@ .15 ea.	9.60		
125 ea. Solderless connectors #9	@ .14 ea.	17.50		
300 ft. conduit 3"	@1.07 ft.	321.00		
300 ft. conduit 3 1/2"	@1.19 ft.	357.00		
28 ea. Crossarms 10 ft. 10 pin	@2.47 ea.	69.16		
62 ea. crossarm bolts 20"	@ .19 ea.	11.78		
8 ea. Crossarm bolts 16 DA	@ .17 ea.	1.36		
450 ea. washers square	@ .01 ea.	4.50		
300 ft. strand 3"	@ .03 ft.	9.00		
400 ft. strand 5/16"	@ .03 ft.	12.00		
56 ea. carriage bolts 3/8 x 4	@ .06 ea.	3.36		
30 ea. lag screws	@ .10 ea.	3.00		
495 lb. copper wire #9	@ .29 lb.	143.55		
270 lb. iron wire #8	@ .11 lb.	29.70		
January 1953				
F 502-1 #161, R-319				
1 ea. Cl. 3, 35 full treated fir line pole	@21.00 ea.	21.00		
1 ea. Cl.3, 25 ft. butt treated cedar line pole	@10.50 ea.	10.50		

4

F 502-1 #215, R-66 (Feb. 53 accts.)

[illegible]00	ft. Scp.19 cond. #14 AWG solid aerial cable (96 lbs.)	@.10 lb.	9.60
1	ea. Scp.Class 3,35 ft. full treated fir line pole - No value		
1	ea. Scp. Class 3,40 ft. full treated fir line pole - No value		

March 1953

F502-1 #419, R-475

16	ea. galv. heel bolts	@ .04 ea.	.64
32	ea. galv. toe bolts	@ .03 ea.	.96
20	ea. galv. thru bolts 5/8 x 16"	@ .18 ea.	3.60
6	ea. Crossarms,6 ft. 4 pin	@1.45 ea.	8.70
10	ea. Crossarms,10 ft. 10 pin	@2.35 ea.	23.50
32	ea. galv. crossarm braces	@ .20 ea.	6.40
12	ea. topgroove insulators	@ .20 ea.	2.40
80	ea. side groove insulators	@ .08 ea.	6.40
84	ea. 1/2" galv.steel pins	@ .40 ea.	33.60
1	ea. thimble eye,straight	@ .35 ea.	.35
5	ea. thimble eye, angle	@ .38 ea.	1.90
6	ea. strain insulators #502	@ .21 ea.	1.26
10	ea. galv. 3 bolt guy clamps	@ .38 ea.	3.80
1	ea. poles, 35 ft. trtd.	@21.00 ea.	21.00
4	ea. poles, 30 ft. trtd.	@15.75 ea.	63.00
1610	ft. Scp.#6 AWG copper wire (117#)	@ .10 lb.	11.70
2 2010	ft. Scrp.#8 AWG copper wire (92#)	@ .10 lb.	9.20
4	ea. Crossarms UP Dwg. A-330	@2.11 ea.	8.44
50	ea. breakarm brackets,model R-5012	@1.08 ea.	54.00
1488	ft. Scp.19 cond.#14 aerial cable (358#)	@ .10 lb.	35.80
4	ea. Scp.Chance expanding anchors	No Value	
930	ft. Scp. boiler tubing 3½" (8370#)	@ .015 lb.	125.55
4	ea. dead end brackets	@ .67 ea.	2.68
520	ft. 2 cond.#6 AWG aerial cable	@ .21 ft.	109.20
4	ea. 5 KVA transformer	@12.75 ea.	51.00
1	ea. Scp. 50 ft. cedar pole No value		
240	ft. Scp. 5/16 Siemans - Martin strand	No Value	
400	ft. Scp. 2 cond.#6 AWG cable (65#)	@ .10 lb.	6.50
1	ea. Scp. 35' full trtd.pole No Value		- --
11720	ft. Scp. #9 BWG galv. iron line wire No Value		-- --
150	ft. Scp.5/16" siemans - Martin galv. steel strand No. Value		- --

1999.62

Less 5% Handling on matl. released 99.98

Truck Rental:
March 1952
TE 1111, F 5321 Teleg. Dept. (Dec.52 accts.)
Truck T-27 traveled 219 miles @ .05 mi. 10.95

September 1952
TE 1111, F 5321 Teleg. Dept. (Dec. 52 accts.)
Truck T-27 traveled 48 miles @ .05 mi. 2.40

January 1953
Vo. 278465 - M.J. Goss Motor Co.
Rental Car No. 5 8.68
Vo. 279449 - M.J. Goss Motor Co.
Rental car No. 7 3.37 25.40

Form 1253 Report of Rolling Stock Equipment:
February 1952
Signal Gang 787, W.L. Hieb
11 outfit & revenue cars 29 days
ea. @ 1.016 da. = 324.10
Total hrs. worked during mo. 1932
" " " this job 448
448/1932 of 324.10 75.15

March 1952
Signal Gang 787, W.L. Hieb
11 outfit & revenue cars 31 days
ea. @ 1.016 da. = 346.46
Total hrs.worked during mo. 1788
" " " this job 1284
1284/1788 of 346.46 248.80
Extra Gang 747, Alex Schied
16 outfit & revenue cars 31 days
ea. @ 1.016 da. = 503.94
Total hrs. worked during mo. 4037
" " " this job 328
328/4037 of 503.94 40.94

October 1952
Signal Gang 782, Melvin H. Allen
14 outfit & revenue cars 31 days
ea. @ 1.016 da. = 440.94
Total hrs. worked during mo. 2929
" " " this job 232
232/2929 of 440.94 34.93

December 1952
Signal Gang 782, Melvin H. Allen
14 outfit & revenue cars 31 days
ea. @ 1.016 da. = 440.94
Total hrs. worked during mo. 2319
" " " this job 32
32/2319 of 440.94 6.08

January 1953 Signal Gang 782, Melvin H. Allen 14 outfit & revenue cars 31 days ea. @ 1.016 da. = 440.94 Total hrs. worked during mo. 2343 " " " this job 800 800/2343 of 440.94	150.56		
February 1953 Signal Gang 782, Melvin, H.Allen 13 outfit & revenue cars 28 days ea. @ 1.016 da. = 369.82 Total hrs. worked during mo. 2023 " " " this job 280 280/2023 of 369.82	51.19		607.65
Cost to compile bill:			
TEA Field Expense 16 hrs. @ 419.25 mo. (21 da.)	39.93		
Bill Clerk 40 hrs. @ 2.10581 hr.	84.23		
Bill Examiner 4 hrs. @ 2.16831 hr.	8.67		
Comp.Operator 4 hrs. @ 1.82456 hr.	7.30		
Typist 9 hrs. @ 1.86831 hr.	16.81	156.94	
Plus 3% Vacation Allowance on 156.94		4.71	
6% RRR & UI Tax on 161.65		9.70	
3% Workmen's Compensation Ins. on 161.65		4.85	
1% Public Liability Ins. on 161.65		1.62	177.82
Total Expense			26782.21

~~D Material shipped direct~~

~~1/Material used in temporary installations~~

Nonparticipating watchman + Flagging	5,719.28
Nonpart — Cost of Billing	37.96
	5,757.24

1

		Contract No.	Prefix	Total	Participating	NonPart
Mosier OXing	BFI-35(6)	3639	33-1025	$7,721.18	$6,035.67	1,685.51
Shogren OXing	BFI-35(6)	3636	33-1026	6,023.77	4,736.93	1,286.84
[illegible] OXing	BFI-174(16)	3631	14-1020	2,530.55	1,987.22	543.33
Hood River OXing	BFI-174(14)	3632	14-1021	10,506.71	8,264.75	2,241.96
				$26,782.21	$21,024.97	$5,757.24

Salem, Oregon December 2, 1953

STATE OF OREGON

To Union Pacific Railroad Company, Dr.
Omaha 2, Nebraska

Project Hood River-Mosier Section

Highway Comm. Agreement No. 372 370

Sub-Division No.

Ry. Company's Agreement No. Audit 75780 & 75415

Estimate No. 5

Period Covered

Prefix & Acct. No. See invoice

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 590337	4,709.04	4,709.04	
" 597357	38,575.08	38,575.08	
" 609475	8,018.70	8,018.70	
Supplement to 597359	375.85	375.85	
Bill 621483	4,041.15	4,041.15	
" 639563	21,452.00		21,452.00
Totals	77,171.82	55719.82 55,719.82	21,452.00
Retained 10 %	7,717.18	5571.98 5,571.98	2,145.20
Total Payments	69,454.64	50147.84 50,147.84	19,306.80

Pay This Estimate $ 19,306.80

Computed by ______ Checked by ______

Approved Field Engr. ______ Approved:

Previous Voucher No. ______

CAG
Bridge Office Engineer

1

3-53-100M

Form 130A

State of Oregon,
State Highway Commission,
Salem, Oregon.

BILL NO. 639563

MONTH'S ACCOUNT Sept. 1953

J.F. DEPT. NO. 7039

DATE MADE OCT 12 1953

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR cost to make line change, rearrange signal line & rock protection fences, relocate water tank and furnish watchman and flagmen during period April 1952 through June 1952 account reconstruction of Columbia River Highway between Hood River and Mosier, in accordance with Contract No. 75780, dated June 1, 1951. Our Work Order 6678-OW.

Third Partial Billing
Detail Attached — 21452 00

The records supporting the charges in this bill are located in the office of the Auditor of Disbursements, Omaha, Nebraska

O.K. Nov. 9 1953
RES. ENGR. A.V. Benedict
CAREFULLY CHECKED FOR DUPLICATION
APPROVED Dean Swift

33-1022-284	$ 511.13
" " -285	1523.61
14-1013-284	2949.62
14-1014-284	3803.93

O.K. Nov. 23 1953
RES. ENGR.
CAREFULLY CHECKED FOR DUPLICATION
APPROVED Dean Swift
Division Engr
14-1024-285

$12,663.71

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

1

UNION PACIFIC RAILROAD COMPANY

Progressive cost statement in connection with line change, rearrangement of signal line and rock protection fences, relocating water tank and furnishing watchmen and flagmen during period April 1952 through June 1952 account of reconstruction of Columbia River Highway by State of Oregon between Hood River and Mosier in accordance with Contract Audit No. 75780, C.D. No. 37607 dated June 1, 1951. Our Work Order 6678-OW.

Third Partial Billing

April 1952		
PR 701-1 Supt. Off.		
Move signal and telegraph line and rock protection fence		
Engineer Inspector 3/30 da @ 445.00 Mo.	44.50	
Move water tank -		
Engineer Inspector - 1½/30 da @ 445.00 mo	22.25	
PR 701-2 Supt. Off.		
Move signals & telegraph line and rock protection fence		
Engineer Inspector-4/30 da @ 445.00 Mo.	59.33	
Move water tank to new location and build new foundation - 2 da		
Engineer Inspector-2/30 da @ 445.00 Mo.	29.67	155.75
PR 710-1 B&B Gang 726		
Remove old frost box, etc, from water tank		
Foreman 1 da @ 364.11 Mo. (22 da)	16.55	
Sheet Metal Workers 40 hrs @ 1.963 per hr	78.52	
Remove old piping at water tank		
Foreman 2 da @ 364.11 Mo (22 da)	33.10	
Sheet Metal Workers 32 hrs @ 1.963 per hr	62.82	
Install 12" C.I. pipe and fittings at west standpipe		
Sheet Metal Workers 48 hrs @ 1.963 pr hr	94.22	285.21
PR 710-2 B&B Gang 726		
Connect 12" pipe lines and valves at west standpipe		
Foreman 1 da @ 364.11 Mo. (22 da)	16.55	
Sheet Metal Workers 72 hrs @ 1.963 per hr	141.34	
Fill ditch between main track and siding account moving water tank		
Overtime		
Foreman 1 hr @ 3.225 per hr.	3.23	
Sheet Metal Workers 5 hrs @ 2.9445 per hr	14.72	

Install new 2" city water line to new tank location		
Sheet Metal Workers-80 hrs @ 1.963 per hr	157.04	
Install new 2" ditch water line to new tank location		
Foreman - 1 da @ 364.11 Mo. (22 da)	16.55	
Sheet Metal Workers 72 hrs @ 1.963 per hr	141.34	
Install 12" C.I. and 12" concrete drain, 4" overflow, 2" city and ditch water lines into water tank		
Foreman - 3 da @ 364.11 Mo. (22 da)	49.65	
Truck Driver 24 hrs @ 2.023 per hr.	48.55	
Sheet Metal Workers 88 hrs @ 1.963 per hr	172.74	
SMW Helpers 16 hrs @ 1.687 per hr.	26.99	
Make new connection to lawn south of depot account moving tank		
Sheet Metal Worker 8 hrs @ 1.963 per hr	15.70	
SMW Helper 8 hrs @ 1.687 per hr.	13.50	817.90
PR 712-1 Signal Dept.		
Protect signal wires while blasting on state highway - MP 67 to Mosier		
Signalman 44 hrs @ 1.963 per hr.	86.37	
Overtime		
Signalman 4 hrs @ 2.9445 per hr.	11.78	
Protect signal wires while blasting on state highway - MP 67 to Hood River		
Signalman 36 hrs @ 1.963 per hr.	70.67	
PR 712-2 Signal Dept.		
Protecting signal wires while blasting on state highway - MP 67 to Hood River		
Signalman 28 hrs @ 1.963 per hr.	54.96	
Overtime		
Signalman 1 hr @ 2.9445 per hr.	2.95	226.73
PR 713 - Track Sec. 11		
Flagging and watching account scaling rock over portal of tunnel at MP 66 3/4		
Foreman 6 hrs @ 310.57 mo (22 da)	10.59	
Laborers 586 hrs @ 1.495 per hr.	876.07	NP 1,574.47
Overtime		
Foreman 15 hrs @ 2.75 per hr.	41.25	
Laborers 288 hrs @ 2.245 per hr.	646.56	

Line and surface track account track shifting at MP 66 to MP 67			
Foreman 35 hrs @ 310.57 mo (22 da)	61.76		
Laborers 208 hrs @ 1.495 per hr.	310.96		
Overtime			
Foreman 29 hrs @ 2.75 per hr.	79.75		
Laborers 42 hrs @ 2.245 per hr.	94.29		
Flagging and patrolling crossing at MP 63¼			
Laborers 57 hrs @ 1.495 per hr.	85.22		
Overtime			
Foreman 14½ hrs @ 2.75 per hr.	39.88		
Laborers 14 hrs @ 2.245 per hr.	31.43		NP 460.14
Flagging and patrolling at MP 68 account building new track bed			
Foreman 9 hrs @ 310.57 mo (22 da)	15.88		
Laborers 131 hrs @ 1.495 per hr.	195.85		
Overtime			
Foreman 13 hrs @ 2.75 per hr.	35.75		
Laborers 25 hrs @ 2.245 per hr.	56.13		
Shift water tank to new location account new highway viaduct crossing tracks			
Foreman 4 hrs @ 310.57 mo (22 da)	7.06		
Laborers 46 hrs @ 1.495 per hr.	68.77		
Flagging and patrolling at MP 68 account scalling bluff west of tunnel			NP 80.86
Foreman 6 hrs @ 310.57 mo (22 da)	10.59		
Laborers 47 hrs @ 1.495 per hr.	70.27	2738.06	
PR 713-2 Other Gangs - Loco Crane 0293 Relocate water tank			
Operator 3 hrs @ 2.925	8.78		
Helper 3 hrs @ 2.425	7.28	16.06	
PR Telegraph Dept. Lineman patrolling telegraph line 68 hrs @ 1.891 per hr.	128.59		
Overtime 1 hr @ 2.836 per hr.	2.84	131.43	

May 1952

PR 701-1 Supt. Office Move signal and telegraph lines and rock protecting fence	
Engineer Inspector-5½/31 da @ 445.00 Mo	78.95

PR 701-2 Supt. Office		
Move signal and telegraph lines and rock protecting fence		
Engineer Inspector-1/31 da @ 445.00 Mo.	14.35	93.30
PR 710-1 B&B Gang 726		
Relocate water tank and west standpipe drain		
Foreman 1 da @ 364.11 Mo. (21 da)	17.34	
Sheet Metal Workers 32 hrs @ 1.963 per hr	62.82	
Install 2" ditch and city water lines to tank		
Foreman 1 da @ 364.11 mo (21 da)	17.34	
SMW Welder 16 hrs @ 2.023 per hr.	32.37	
Sheet Metal Workers 16 hrs @ 1.963 per hr	31.41	
PR 710-1 Pant Gang 737		
Moving Outfits		
Foreman 1 da @ 353.07 mo (21 da)	16.81	
Painters 1st cl 32 hrs @ 1.807 per hr	57.82	
Painters 2nd cl 32 hrs @ 1.759 per hr	56.29	
Helper 8 hrs @ 1.615 per hr	12.92	
Cleaning and painting interior and exterior of water tank due to moving tank		
Foreman 5 da @ 353.07 mo (21 da)	84.06	
Painters 1st cl 160 hrs @ 1.807 per hr	289.12	
Painters 2nd cl 160 hrs @ 1.759 per hr	281.44	
Helper 8 hrs @ 1.615 per hr	12.92	
PR 710-2 B&B Gang 726		
Install sewer and drain sumps		
Foreman 3 da @ 364.11 mo (21 da)	52.02	
SMW WElder 24 hrs @ 2.023 per hr.	48.55	
Sheet Metal Workers 24 hrs @ 1.963 pr hr	47.11	
Install 8" street drain near passenger depot platform		
Foreman 3 da @ 364.11 mo (21 da)	52.02	
SMW Welder 24 hrs @ 2.023 per hr.	48.55	
Sheet Metal Worker 24 hrs @ 1.963 per hr	47.11	1268.02
PR 710-2 Paint Gang 737		
Painting interior and exterior of water tank moved to new location		
Foreman 2 da @ 353.07 mo (21 da)	33.63	
Painters 1st cl 64 hrs @ 1.807 per hr	115.65	
Painters 2nd cl 56 hrs @ 1.759 per hr	98.50	247.78

PR 710-2 Light Repair Gang			
Build forms account relocating water tank			
Carpenter 1st cl. 16 hrs @ 1.867 per hr	29.87		
Carpenter 2nd cl. 16 hrs @ 1.759 per hr	28.14	58.01	
PR 712-1 Signal Dept.			
Signalman patrolling, inspecting signal wires			
Signalman 5 hrs @ 1.963 per hr	9.82		
Signal Gang 787			
Signalman raising line due to pumping sand under wire			
Overtime			
Signalman 3 hrs @ 2.9445 per hr	8.83		
Raise signal wires at MP 67.5 account dredging			
Overtime			
Signal Maintainer 3 hrs @ 2.9445 hr	8.83	27.48	
PR 713 - Track Sec. 11			
Watching and flagging at MP 66 3/4 - Portal of Tunnel			
Foreman 9 hrs @ 310.57 mo (21 da)	16.64		
Laborers 332 hrs @ 1.495 per hr	496.34		
Overtime			
Foreman 4 hrs @ 2.75 per hr	11.00		NP 869.57
Laborers 151 hrs @ 2.245 per hr	339.00		
Laborer 1 hr @ 2.205 per hr	2.21		
Laborers 2 hrs @ 2.19 per hr.	4.38		
Surface and line track and inspect at MP 64 to MP 67			
Foreman 22 hrs @ 310.57 mo (21 da)	40.67		
Laborers 145 hrs @ 1.495 per hr	216.78		
Overtime			
Foreman 34 hrs @ 2.75 per hr	93.50		
Laborers 66 hrs @ 2.245 per hr	148.17	1368.69	
Surface and line track and check roadbed at MP 64 to MP 67			
Foreman 12 hrs @ 310.57 mo (21 da)	22.19		
Laborers 68 hrs @ 1.495 per hr	101.66		
Overtime			
Foreman 1 hr @ 2.75 per hr	2.75		
Laborers 5 hrs @ 2.45 per hr	12.25		
Laborers 1 hr @ 2.205 per hr	2.21	141.06	
PR Teleg. Dept.			
Lineman patrolling telegraph line between MP 62.8 and MP 67			
Lineman 15 hrs @ 1.891 per hr		28.37	

TE 405 Work Train Service		
Unloading ballast - ½ hr.		
Engine 5315 - May 28		
Trainmen	2.66	
Enginemen	1.83	4.49
June 1952		
PR 701-1 Supt. Office.		
Checking records on state highway job		
Trav. Engr. Acct. 3/30 da @ 410.00 per mo	41.00	
Inspecting construction of viaduct		
Engr. Inspector 5/30 da @ 445.00 per mo	74.17	115.17
PR 701-2 Supt. Office		
Inspecting highway construction		
Engr. Inspector 6/30 da @ 445.00 per mo	89.00	
Traveling Engineer Account Duties		
Trav.Engr.Acct. 1/30 da @ 410.00 per mo	13.67	102.67
PR 710-2 Water Service Gang 726		
Install sewers and drains for relocating water tank		
Foreman 8 hrs @ 364.11 per mo (21 da)	17.34	
Sh.Mtl.Worker 16 hrs @ 1.963 per hr	31.41	48.75
PR 712-1 Signal Gang 787		
Patrolling line between MP 62 & 70		
Signalman 40 hrs @ 1.963 per hr	78.52	
PR 712-2 Signal Gang 787		
Patrolling line between MP 62 & 70		
Signalman 34 hrs @ 1.963 per hr	66.74	145.26
Signal Gang 782		
Raising cable pole line to signal - MP 68.1		
Signalman 32 hrs @ 1.963 per hr		62.82
PR 713 Track Sec. 11		
Flagmen and watchmen - MP 66.75		
Laborers 216 hrs @ 1.495 per hr	322.92	NP 535.97
Overtime		
Foreman 4 hrs @ 2.75 per hr	11.00	
Laborers 90 hrs @ 2.245 per hr	202.05	535.97
Surfacing and lining account new highway sinking track - MP 64 to 67		
Foreman 13 hrs @ 310.57 per mo(21da)	24.03	
Laborers 54 hrs @ 1.495 per hr	80.73	
Laborers 32 hrs @ 1.459 per hr	46.69	

Overtime			
Foreman 14 hrs @ 2.75 per hr	38.50		
Laborer 5 hrs @ 2.205 per hr	11.03	200.98	
PR Telegraph Dept.			
Lineman patrolling telegraph line			
Lineman 72 hrs @ 1.891 per hr		136.15	
TOTAL LABOR			8956.11
Vacation Allowance 3% on 6999.84			210.00
RRR & UI Tax - Pd 1952 6% on 9166.11			549.96
Insurance 4% on 9166.11			366.64

Personal Expenses

April 1952

Vo. E-178390 - H.T.Rile - Sht.Mtl.Workers	59.55	
179192 - P.L.Calmer- " " "	44.10	
179184 - M.G.Berry -Foreman	25.80	
178718 - J.R.Shaw -Sht.Mtl.Worker	72.55	
178168 - C.O.Murchison" " "	93.80	
177972 - C.A.Wetherell- Trk.Oper	10.65	
178890 - H.S.Elliott - Engr. Insp.	112.34	
179218 - Wayne Johnson-Sht.Mtl.Worker	51.35	
184512 - F.B.Pendleton - Signalman	73.83	
178340 - R.E.Becker - Line	52.65	596.62

May 1952

Vo. E-198511 - H.S.Elliott -Engr.Insp.	65.74	
204663 - R.E.Becker - Lineman	12.30	
209687 - F.B.Pendleton-Signalmen	2.15	
209827 - Peter Vold - Carp. 1st cl.	7.00	
205913 - M.G.Berry - Foreman	24.85	
205917 - J.R.Shaw - Sh.Mtl.Worker	49.55	
200099 - W.Johnson - Sh.Mtl.Worker	45.70	
200955 - H.T.Rile - Sh.Mtl.Worker	8.25	215.54

June 1952

Vo. E-201226 - J.W.Riser - Engr.Insp.	111.59	
200882 - M.F.Buescher-Trav.Engr.Acct.	4.65	
201254 - M.G.Berry - Foreman	3.70	
200862 - J.R.Shaw - Sh.Mtl.Worker	7.45	
201178 - C.O.Murchison" " "	4.60	
201192 - R.E.Becker - Lineman	57.00	188.99

TOTAL PERSONAL EXPENSE 1001.15

Rental for Equipment

April 1952		
Used by W.S. Gang 726		
1 ea Company truck MW-7 Internat'l 1½ ton		
630 mo @ .05 per mi		31.50
Used by Signalman Pendleton		
1 ea Company motor car		
26 da @ .74 per day	19.24	
Propn. chargeable-113/196 hrs or 57.65%		11.09
Used by Teleg. Lineman Becker		
1 ea Company motor car 8½ da @ .74 per da		6.29
May 1952		
Used by W.S. Gang 726		
1 ea Company truck MW-7 Internat'l. 1½ ton		
360 mi @ .05 per mi		18.00
Used by Light Repair Gang		
2 ea Outfit cars 3 da ea @ 1.016 per da		6.10
TE 405 - Work Train Service		
Cost for use of Loco. 5315		
½ hr @ 6 mi per hr.		
3 mi @ 1.034 per mi for operation	3.10	
3 mi @ 0.12 per mi for depr'n.	.36	3.46
Used by Teleg. Lineman Becker		
1 ea Company motor car 2 da @ .74 per da		1.48
Used by Paint Gang 737		
5 ea Outfit cars 12 da ea @ .24 da Depn.	14.40	
4 ea Rev. Cars 12 da ea @ .24 da Depn.	11.52	
1 ea Water Car 12 da ea @ .24 da Depn.	2.88	
5 ea Outfit Cars 8 da ea @ .776 da Repr.	31.04	
4 ea Rev. Cars 8 da ea @ .776 da Repr.	24.83	
1 ea Water Car 8 da ea @ .776 da Repr.	6.21	90.88
June 1952		
Used by W.S. Gang 726		
1 ea Company truck MW-7 Internat'l 1½ ton		
45 miles @ .05 per mi		2.25
Used by Signalman L. E. Roundy		
1 ea Company motor car		
21 da @ .74 per day	15.54	
Propn. chargeable 74/168 hrs or 44.0476%		6.84

Used by Signalman - Gang 782		
1 ea Company Truck MW-68 Chev. 2 Ton 48 miles @ .05 per mile	2.40	
Used by Teleg. Lineman Becker		
1 ea Company motor car 9 da @ .74 per da	6.66	186.95
Material Used		
April 1952		
Form 502-1 No. 615 (February 1952)		
2 ea 4" C.I. screwed gate valves @ 30.17 ea	60.34	
4 ea 2" Gate valves @ 36.46 ea	145.84	
12 ea 2" Close galv. nipples @ .13 ea	1.56	
4" Outlet saddles, 2 strop, for 6" C.I. pipe with 4 lead gaskets @ 8.37 ea	33.48	
1 ea 4" Compound water meter SH @ 430.00 ea	430.00	
100 ft 4" Standard black pipe SH @ .82 ft	82.00	753.22
Form 502-1 No. 811		
42 ft 4" Standard black pipe @ 1.10 ft.	46.20	
80 sks Cement @ .80 sk	64.00	
6 ft 14" W.I. pipe @ 6.30 ft	37.80	
624 lbs pig lead @ .20 lb.	124.80	
* 85 ft 12" C.I. pipe @ 4.28 ft.	363.80	
600 ft galv pipe & couplings @ .42 ft.	252.00	
6 ea 45 deg. galv. ells @ .64 ea	3.84	
12 ea 90 deg. galv. ells @ .62 ea	7.44	
4"ea galv. unions @ 1.19 ea	4.76	
12 ea Galv. nipples, 2 x 4" @ .19 ea	2.28	
8 ea " " close, 2" @ .16 ea	1.28	908.20
Form 502-1 No. 959 (November 1951)		
* 32 ea Insulated clevises @ .61 ea	19.52	
32 ea Thru bolts 5/8x18" @ .54 ea	17.28	
* 7 ea Porcelin strain insulators @ .25 ea	1.75	
4 ea 8" Bierce anchor with galv. rod @ 3.14 ea	12.56	
* 4 ea Expanding rock anchors @ 3.14 ea	12.56	
12 ea Guy clamps 3 bolt @ .65 ea	7.80	
* 2 ea Pole box, type 1236-100 with hinged transite terminal board @ 31.21 ea	62.42	
* 760 ft SS aerial cable, 2 cond. No. 6 AWG solid, etc, bound to a messinger wire @ .74 ft.	562.40	
* 760 ft SS aerial cable, 19 cond. No. 14 AWG solid, etc., bound to a 5/16" messinger wire @ .73 ft.	554.80	1251.09
Form 502-1 No. 971		
3 ea C.I. catch basin gratings and frames 24x24" @ 51.68 ea	155.04	
66 ft 8" concrete sewer pipe @ 1.26 ft.	83.16	238.20

Form 502-1 No. 1000		
8 ea 2x4x18 S4S @ .97 ea	7.76	
14 ea 1x6x16 Shiplap @ .68 ea	9.52	
5 lb 8-D common anils @ .10 lb.	.50	17.78
* 5 ea 6" chimney pipes for emergency use in sewer @ 1.50 ea	7.50	
* 23 ft 12" C.I. pipe for west stand-pipe pit drain @ 4.28 ft.	98.44	105.94
June 1952 Form 502-1 No. 1199		
7 ea Sheet steel, 30" dia. ½" thick @ 10.49 ea		73.43
Form 502-1 No. 1191		
* 4 yds gravel ½" max @ 3.00 cu.yd.	12.00	
* 3 yds sand @ 2.00 NT	9.00	21.00
Handling costs of loading and unloading material at railroad company stores - 5% of 1664.67		83.23
TE 454 - Cost of Crushed Rock produced at Barnhart Pit during May 1952 3 cars (150 cu.yds) @ 71.6625 per car		214.99
* Direct shipments not subject to handling costs		
Transportation of material moving in revenue trains:		
Portland to Hood River - 63 Miles 25690 lbs or 12.845 tons x 63 miles 809 ton 809 ton miles @ 0.010 per ton mile	8.09	
Omaha to Hood River - 1712 miles 1024 lbs or 0.512 tons x 1712 miles 877 ton 877 ton miles @ 0.010 per ton mile	8.77	
Tacoma to Hood River - 208 miles 308 lbs or 0.154 tons x 208 miles 32 ton 32 ton miles @ 0.010 per ton mile	.32	
Barnhart Pit to Hood River - 145 miles 390,000 lbs or 195 tons x 145 miles 28,275 ton 28,275 ton miles @ 0.010 per ton mile	282.75	299.93
Credit for material recovered: Replaced by cable through tunnel - Nov. 1951 Form 502-1 No. 838 - May 1953		
8400 ft #9 iron line wire - 499 lbs @ .10 lb N	49.90	
1400 ft #8 AWG copperweld W.P. line wire - 147 lbs @ .31 lb. N	45.57	
1400 ft #6 AWG solid H.D. copper wire @ .03 ft.N	42.00	
11 ea Angle thimble eyes @ .48 ea N	5.28	
6 ea 10 ft 10 pin crossarms @ 2.91 ea N	17.46	

10 ea 6 ft - 4 pin crossarms @ 1.64 ea N	16.40	
30 ea 5/8x14" galv. thru bolts @ .36 ea N	10.80	
1 ea 5/8x12" " " " @ .24 ea N	.24	
60 ea Galv. crossarm braces @ .43 ea N	25.80	
60 ea Galv. tie bolts @ .03 ea N	1.80	
30 ea Galv. heel bolts @ .04 ea N	1.20	
24 ea 1/2" wood cob pins @ .25 ea N	6.00	
130 ea 1/2" steel crossarm pins @ .56 ea N	72.80	
138 ea Side groove insulators @ .14 ea N	19.32	
16 ea Top " " @ .17 ea N	2.72	317.29

Handling of loading and unloading recovered material - 5% of 317.29	15.86

April 1952

Vo. E-167178 - Wamie Lumber Company For ditcher used to lay 12" concrete tile in connection with relocation of water tank at Hood River	90.00

May 1952

Vo. E-195193 - Teller Construction Company Excavation, concrete for 4 ft raise and move water tank	6293.93

June 1952

Vo. E=188816 - Emett & Chandler Insurance accounting moving water tank	25.72

Labor for compilation of statement

Work Order Clerk	Jan.	1953	8 hrs	@ 330.16 mo.	15.72	
" " "	Febr.	"	6 hrs	@ 330.16 mo.	13.03	
" " "	Apr.	"	13 hrs	@ 331.85 mo.	24.51	
" " "	July	"	13 hrs	@ 331.85 mo.	23.45	
Compt. Oper.	July	"	1 hrs	@ 286.85 mo	1.56	
Bill Exam.	Sept.	"	5½ hrs	@ 341.85 mo.	11.19	
Typist	Sept.	"	2 hrs	@ 293.85 mo	3.50	92.96

Vacation Allowance 3% of 92.96	2.79
RRR & UI Tax - Pd. 1953 6% of 95.75	5.75
Insurance 4% of 95.75	3.83

Additional compensation for the period December 1, 1952 to March 31, 1953, inclusive, under the Guthrie Award dated March 18, 1953

Work Order Clerk	Jan.	1953	8 hrs	@ .04 hr.	.32
" " "	Feb.	"	6 hrs	@ .04 hr.	.24

Vacation Allowance 3% of 0.56	.02	
RRR & UI Tax - Pd 1953 6% of 0.58	.03	
Insurance 4% of 0.58	.02	.63
Total for Partial Billing		21452.00

R.R.		%	Prefix	Total	Part	Nonpart
Second St. Oxing BFI-174 (16)	3631	59.0	14-1020	$ 12,663.71	$ 10,586.32	$ 2,077.39
Second St. Oxing Hwy. FI-35 (3)	3507	9.5	33-1022	2,034.74	1,700.24	334.50
Hood River-Mosier (FI-174 (11) FI-35(4))	3532	13.7	14-1013	2,949.62	2,467.24	482.38
" " " FI-174 (11)	3562	17.8	14-1014	3,803.93	3,177.19	626.74
				$ 21,452.00	$ 17,930.99	$ 3,521.01

1

FORM E-123 90M REVISED 3-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 30, 1953

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Attention: Mr. Ralph Baysinger

Gentlemen:

Please note the two items listed on the bottom of page 5 of the enclosed Bill No. 621483 for work on the temporary trestles on the Columbia River Highway. Our resident engineer advises that these are charges that should be collected from the Highway Department's contractor on the work.

We are paying the contractor 90 per cent of the total amount less the $260.60 for his work. This is for your information.

Very truly yours,

G. S. Paxson
Bridge Engineer

CAG:aa
Enclosure

cc C. A. Gardner ✓

Salem, Oregon June 29, 1953

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project Hood River-Mosier Section

Highway Comm. Agreement No. 370 & 372

Sub-Division No.

Ry. Company's Agreement No. Audit 75780 & 75415

Estimate No. 4

Period Covered April 1952 to August 1952

Prefix & Acct. No. See Invoice

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 590337	4,709.04	4,709.04	*Total Bill $4,301.75
597357	38,575.08	38,575.08	Charge to Contr. 260.60
609475	8,018.70	8,018.70	State 4,041.15
Supp to 597357	375.85	375.85	
Bill 621483	4,041.15	-0-	*4,041.15
Totals	$55,719.82	$51,678.67	$4,041.15
Retained 10 %	5,571.98	5,167.87	404.11
Total Payments	50,147.84	46,510.80	3,637.04

Pay This Estimate $ 3,637.04

Computed by Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

C R Gardner

Bridge Office Engineer

1-52-100M

Form 130A

State of Oregon,
State Highway Commission,
Salem, Oregon.

BILL NO. 621483

MONTH'S ACCOUNT 5-1953

~~JF~~ DEPT. NO. 3663

DATE MADE [illegible] 5 1953

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR Cost to construct temporary 3-span pile trestle bridges at M.P. 67.53 and 67.92 shoofly at M.P. 67.36 to M.P. 67.51 and rearrange signal and telegraph line for State of Oregon in connection with Agreement Audit No. 75415, C.D.No. 37385 dated April 13, 1951, our Work Order S-2944 O.W. April 1952 to August 1952.	
Final Billing	4,301 75

The records supporting the charges in this bill are located in the office of the Auditor of Disbursements, Omaha, Nebr.

O.K. June 17 1953
RES. ENGR. A Benedict
APPRO. Dean [illegible]

33-1022-284	~~1393.58~~	1411.82
33-1022-285	~~2595.35~~	2629.33
Chargeable to contractor	260.60	

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost to construct temporary 3-span pile trestle bridges at M.P. 67.53 and 67.92 shoofly at M.P. 67.36 to M.P. 67.51 and rearrange signal and telegraph line for State of Oregon in connection with Agreement Audit No. 75415, C.D. No. 37385 dated April 13, 1951, our work order S-2944 O.W. April 1952 to August 1952

Final Billing

Omitted from 1st Progressive Billing February 1952 Payroll 712 - Signal Gang 712 Moving Cut Section & Indicators MP 66.4 account shoofly.				
32 hrs	434.56 Mo. (25 day)		69.53	
96 hrs	1.973 Hr.		189.41	
48 hrs	1.685 Hr.		80.88	
72 hrs	1.661 Hr.		119.59	
Moving Cut Section & Indicators for Contractor MP 69.7				
8 hrs	434.56 Mo. (25 day)		17.38	
32 hrs	1.973 hr.		63.14	
24 hrs	1.685 hr.		40.44	
24 hrs	1.661		39.86	
Payroll 710-2 Other Gangs Crane 0293 Loading & Unloading rock at Shoofly				
32 hrs	1.961 Hr		62.75	
3½ hrs	2.94 Hr		10.29	
32 hrs	1.625 hr		52.00	
3½ hrs	2.44 hr		8.54	
Work Train Service Wages Enginemen & Trainmen			221.28	
			975.09	
3% Vacation Allowance		956.26	28.69	
6% RRR & UI on 1003.78			60.23	
Insurance:				
3% Workmen's Compensation			30.11	
1% Public Liability & Property Damage			10.04	1104.16
Rental of Equipment: Crane 02913 In Service Feb. 20 & 21, 27 & 28				
4 day @ 6.19 per day			24.76	24.76
3 Outfit cars 1.016 per day 4 days			12.19	12.19

pam

Eng. 2203 Feb. 25 - Dump Ballast				
Eng. 2203 Feb. 27 - Spread Ballast				
2 days rental @ 79.409 day			158.52	158.52
March 1952:				
Payroll - Tracks Sec. 11				
Construct Shoofly @ MP 67.25				
10 hrs	312.26 Mo. (21 day)	18.59		
82 hrs	1.505 hr.	123.41		
12 hrs	2.765 hr	33.18		
61 hrs	2.26 hr	137.86		
3 hrs	3.01 hr	9.03		
Other Gangs PR-710-1				
Loco Crane 0293				
Putting in shoofly				
8 hrs	1.961	15.69		
3 hrs	2.94	8.82		
8 hrs	1.625	13.00		
3 hrs	2.44	7.32		
½ hr	2.94	1.47		
½ hr	2.44	1.22		
Teleg. Dept. P.R.				
Patroling teleg. line				
20 hrs Lineman	1.901	38.02		
		407.61		
3% Vacation Allowance on 208.71		6.26		
6% RRR & UI on 413.87		24.83		
Insurance:				
3% Workmen's Compensation		12.42		
1% Public Liability & Property Damage		4.14		455.26
Vo. No. 180325 - Personal Expenses				
R. E. Becker - Lineman				15.05
Rental of Equipment:				
Loco Crane 0293				
March 3 1 day				6.19
3 Outfit Cars 1 day @ 1.016 per day				3.05
502-1 #535-R-699				
2 Bootlegs type 1132-22X @ 15.39 ea		30.78		
2 " " " @ 16.75 ea		33.50		
½# H&H Solder @ .79 lb.		.40		
1 Scotch Electro tape @ .97 ea		.97		
6 Breaker Arm Brackets SH @ 1.44 ea		8.64		
¼ Mi Iron line wire 79# SH @ .06 lb.		4.74		
200 ft. single conductor underground wire #9 AWG Solid @ .09 ft.		18.00		

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5% Cost of Handling 97.03		4.85	
Freight over our own lines			
Omaha to MP 67.36 1717 Miles			
133# @ .01 ton mile 114 ton miles		1.14	103.02
Omitted Freight:			
Page 9 1st Progressive Billing			
250 cu.yds Crushed rock Barnhort Quarry			
Barnhart Quarry to MP 67.5 140.7 Miles			
250 cu.yds @ 2479# cu.yds = 174.40 ton miles			
17440 ton miles @ .01 ton mile			174.40
April 1952			
Payroll 712-2 Signal Dept.			
F. B. Pendleton - Signalman			
Protecting signal wires while blasting			
40 hrs	1.963 hr	78.52	
10 hrs	2.9445 hr	29.45	
Teleg. Dept. - Patrolling Teleg. Lines			
84 hrs	1.891 hr	158.84	
2 hrs	2.837	5.67	
		272.48	
3% Vacation Allowance on 237.36		7.12	
6% RRR & UI on 279.60		16.78	
Insurance:			
3% Workmen's Compensation		8.39	
1% Public Liability & Property Damage		2.80	307.57
Vo. No. E 184512 - Personal Expenses			
F. B. Pendleton - Signalman		33.09	
Vo. No E 178340 - Personal Expenses			
R. E. Becker - Lineman		62.10	95.19
May 1952			
Payroll 712 - Signal Dept.			
F. B. Pendleton - Signalman			
Patroling, inspecting signal wires			
24 hrs	1.963 hrs	47.11	
6 hrs	2.9445 hrs	17.67	
Signal Gang 787			
Protecting pole line			
16 hrs	1.963 hrs	31.41	
Signal Gang 782			
Moving Signal line			
8 hrs	432.47 Mo. (26 day)	16.63	
64 hrs	1.963 hrs	125.63	
8 hrs	1.699 hr	13.59	
8 hrs	1.675 hr	13.40	

pam

8 hrs	1.651 hr	13.21	
Patrolling signal lines			
36 hrs	1.963 hr	70.67	
2 hrs	2.9445 hr	5.89	
Setting Poles			
16 hrs	432.47 Mo. (26 day)	33.27	
64 hrs	1.963 hr	125.63	
24 hrs	1.699 hr	40.78	
16 hrs	1.675 hr	26.80	
16 hrs	1.651 hr	26.42	
Payroll Teleg. Dept. Patrolling Teleg. Lines R. E. Becker - Lineman			
69 hrs	1.891 hr	130.48	
5 hrs	2.8365 hr	14.18	
Payroll Tracks - Sec. 11 Flagging Account blasting			
13 hrs	310.57	24.03	
179 hrs	1.495	267.61	
6 hrs	2.75	16.50	
24 hrs	2.245	53.88	
Omitted charged Oct. 1951 Payroll Track Sec. 12 Flagging Acct. Sealing Rock Bluff			
12 hrs	1.80	21.60	
42 hrs	1.465	61.53	
8 hrs	2.20	17.60	
		1215.52	
3% Vacatio3 Allowance 1089.80		32.69	
6% RRR & UI on 1248.21		74.89	
Insurance:			
3% Workmen's Compensation		37.45	
1% Public Liability and Property Damage		12.48	1373.03
Vo. E 204663 - R. E. Becker - Lineman Persoanl Expenses		53.75	
Vo. E 209687 - F. B. Pendleton, Signalman Personal Expenses		16.50	70.25

Rental of Equipment
Boarding outfit Signal Gang 782 Form 1253

Cars:			
	176079	Box	30 days
	176535	Box	"
	176288	Box	"
	01528	Bunk	"
	011118	Bunk	"
	02474	DC&H	"

010815 Water		30 Days		
07594 Bath		"		
010179 Office		"		
32468 Ice)		"		
90251 Ice)				
In Service 19th, 20th & 21st				
10 Cars 3 days ea 30 days @ 1.016 day				30.48
June 1952 Payroll tracks Sec. 11 Flagging and watching account blasting near tracks				
	2 hrs	310.57 Mo. (21 day)	3.68	
	24 hrs	1.495 hrs	35.88	
	2 hrs	2.75	5.50	
	2 hrs	2.245 hr	4.49	
			49.55	
3% Vacation Allowance 39.56			1.19	
6% RRR & UI on 50.74			3.04	
Insurance:				
3% Workmen's Compensation			1.52	
1% Public Liability and Property Damage			.51	55.81
July 1952 FR Tracks - Sec. 11 Roadway watchman on temporary bridge M.P. 67.92 Account high loads damaging Bridge				
	80 hrs	1.515 hr	121.20	
	40 hrs	2.2725 hr	90.90	
	2 hrs	2.78 hr	5.56	
			217.66	
3% Vacation Allowance on 121.20			3.64	
6% RRR & UI on 221.30			13.28	
Insurance:				
3% Workmans Compensation			6.64	
1% Public Liability & Property Damage			2.21	243.43
August 1952 Payroll tracks Sec. 11 Roadway watchman				
	10 hrs	1.515 hr.	15.15	
3% Vacation Allowance			.45	
6% RRR & UI on 15.60			.94	
Insurance:				
3% Workmen's Compensation			.47	
1% Public Liability & Property Damage			.16	17.17

paid

Cost to Compile Bill			
Bill Clerk			
8 hrs Apr 1953	331.85	15.08	
8 hrs Mar 1953	336.93	15.31	
Bill Examiner			
2 3/4 hrs Apr 1953	341.85	5.34	
Typist			
3 hrs May 1953	293.85	5.25	
Compt. Operator			
3 hrs May 1953	286.85	5.12	
		46.10	
3% Vacation Allowance		1.38	
6% RRR & UI on 47.48		2.85	
Insurance:			
3% Workmen's Compensation		1.42	
1% Public Liability & Property Damage		.47	52.22
	T O T A L		4301.75

Salem, Oregon April 6, 1952

STATE OF OREGON

To Union Pacific Railroad Company, Omaha 2, Nebraska, Dr.

Project Hood River-Mosier Section
Columbia River Highway

Highway Comm. Agreement No. 370 & 372

Sub-Division No.

Ry. Company's Agreement No. Audit 75780 & 75415

Estimate No. 3

Period Covered January through March 1952

Prefix & Acct. No. See Invoice

Item		Total Amount To Date	Previous Amount	Present Amount
Bill	590337	4,709.04	4,709.04	
	597357	38,575.08	38,575.08	
	609475	8,018.70		8,018.70
Supplement to Bill 597357		375.85		375.85
Totals		51,678.67	43,284.12	8,394.55
Retained 10 %		5,167.87	4,328.41	839.46
Total Payments		46,510.80	38,955.71	7,555.09

Pay This Estimate $ 7,555.09

Computed by

Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

Form A-66x—3M—11-46

Date ....

Invoice No. ....

P. O. No. ....

STATE PRINTING DEPT.

Inv[illegible] for Service Rendered or Goods Furnished th[illegible]
[illegible]GON STATE HIGHWAY COMMISSION
by
Union Pacific Railroad Company
Omaha 2, Nebraska

This Space for Salem Office Only—Do Not Use

To reinstate following items eliminated from U.P.R.R. Co. Bill 597357. See note below.

Work train service:			
March 1952			
Dig culverts:			
Eng. 2203 Enginemen	113.22		
Trainmen	76.58	189.80	189.80
3% Vacation allowance		5.69	
6% RR Retirement and Unemployment Ins. Tax on	195.49	11.73	
3% Workmen's Compensation Ins.	195.49	5.86	
1% Public Liability & Property Damage	195.49	1.95	25.23
Rental of Eng. 2203			
March 1 & 3			
2 days at 79.409 day			158.82
Vo. No. 178565 Personal expenses Teleg. clerk			2.00
			375.85

Chg 33-1022-284

NOTE: From UP Letter 3/4/53

Referring to Railroad Company's Bill Collectible Audit No. 597357 in the amount of $38,950.93, sent you with my letter of December 16, 1952, our Auditor advises that an item of Work Train Service detailed on Sheet 9 in the amount of $375.85 was stricken from the bill by the State.

Upon investigation of these charges it appears the description of work, "Dig Culverts" is grossly in error. This service should have been described as "Haul and Spread Gravel at Shoofly M.P. 67.5." This is supported by Work Train Conductor's report for March 3d as follows:

> "Work Extra 2203 on duty 6:30AM The Dalles, worked at M.P. 67.25 dumping gravel. Tied up at Hood River 7:35PM."

A further check of "Report of Ballast Unloaded" on March 3d shows ballast unloaded at M.P. 67.5 charged to W.O. S-2944. This Work Order is our Job Number for the shoofly and certain other work on this section of the highway.

5-51-100M

Form 130 A

State of Oregon,
State Highway Commission,
Salem, Oregon.

BILL NO. 609475

MONTH'S ACCOUNT Jan. 1953

J.F. DEPT. NO. 1299

DATE MADE ________ 19__

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

Cost to make line change, rearrange signal line and rock protection fences, relocate water tank and furnish watchmen and flagmen during period January 1952 through March 1952 account reconstruction of Columbia River Highway by State of Oregon between Hood River and Mosier in accordance with Contract Audit No. 75780, C.D. No. 11007, dated June 1, 1951. Our Work Order 6678-[illegible].

Second Partial Billing
Detail attached

8018 70

The records supporting the charges in this bill are located in the Office of the Auditor of Disbursements. Omaha, Nebraska.

O.K. March 11 1953
RES. ENGR. AV Benedict.
[illegible]
APPROVED Dean Swift

33-1022-284	746.09
14-1013 "	890.87
14-1014 "	2776.21

OK. 3/11/53
CHG. 14-1020-285 3605.53
Res. Br. Engr.

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

3

UNION PACIFIC RAILROAD COMPANY

Progressive cost statement in connection with line change, rearrangement of signal line and rock protection fences, relocating water tank and furnishing watchmen and flagmen during period January 1952 through March 1952 account of reconstruction of Columbia River Highway by State of Oregon between Hood River and Mosier in accordance with Contract Audit No. 75780, C.D. No. 37607 dated June 1, 1951.

Our Work Order 6678-OW

Second Partial Billing

January 1952

PR 713 - Track Sec. 11			
Flagging for blasting at MP 65 and watchman at MP 63.20 for trucks crossing main line.			
Foreman-2 hrs. @ 312.26 per mo.(22 da.)	3.55		
Laborers-86 hrs. @ 1.505 per hr.	129.43		
Overtime			
Laborer #13-3½ hrs. @ 2.26 per hr.	7.91	140.89	14-1014-284

February 1952

PR 710-1 - W.S. Gang 726			
Install meter to temp. 4" eng. water standpipe			
Sht. Mtl. Wrkrs.-32 hrs.@ 1.973 per hr.	63.14		
Install 12" concrete drain from new tank location.			
Sht. Mtl. Wrkrs.-32 hrs. @1.973 per hr.	63.14		
Install 12" C.I. water line from new tank location to standpipe line (20 da)			
Foreman - 1 da. @ 365.80per mo.	18.29		
Truck Operator - 8 hrs.@ 2.033 per hr.	16.26		
Sht. Mtl. Wrkrs.-32 hrs. @ 1.973 per hr.	63.14		
S.M.W. Helper - 8 hrs.@ 1.697 per hr.	13.58		
Excavate and backfill filled earth			
Foreman - 2 da.@ 365.80 per mo. ([illegible] da.)	36.58		
Truck [illegible]	[illegible].53		
Sht.Mtl.[illegible] -64 [illegible]	[illegible].27		ok
S.M.W. Helper -16 " @ 1.697 " "	27.15	460.08	14-1010-285
PR 710-2 - W.S. Gang 726			
Install meter to temp. 4" eng. water standpipe and connect to city line.			
Foreman 1 da. @ 365.80 per mo. (20 da.)	18.29		
Sht.Mtl.Wrkrs. 8 hrs.@ 1.973 per hr.	15.78		
S.M.W. Helper 8 " @ 1.697 " "	13.58		

Excavate and backfill [illegible]
removing 12" pipes [illegible]
Foreman 1 da. [illegible] 73.[illegible]
[illegible] 10 [illegible] 1.73 per hr. [illegible]
[illegible] 1 " [illegible] 1.[illegible]7 [illegible] 3[illegible].7[illegible]
ok
14-1020-285

[illegible] 710-2 - [illegible]
[illegible] water [illegible]
Carpenter 1st cl. [illegible] 1.[illegible]7 per hr. 15.[illegible]
" 2nd cl. [illegible] 1.7[illegible] " [illegible] 20.1[illegible]
ok
14-1020-285

PR 712-1 & 2 - Signal Dept.
Cutting power while blasting operation
in progress
Sig. Maintainer [illegible] hrs. @ 2.9[illegible]5 per [illegible] [illegible]7.7[illegible]
ok
[illegible] 285

PR-713 - Track Section 11
Flagging MP 6[illegible] account blasting for new
highway construction
Foreman 7 hrs. @ 312.[illegible] mo. (20 da.) 13.66
Laborers 77 " @ 1.505 per hr. 115.89
Overtime
Foremen 6 " @ 2.765 " " 16.59
Laborers 29 " @ 2.26 " " 65.54
" 4 " @ 2.22 " " 8.88
" 12 " @ 2.20[illegible] " " 26.16 2[illegible]7.[illegible] 33-1022-284

Watchman and flagging account Highway Construction
Foreman 18 hrs. @ 312.26 mo. (20 day.) 3[illegible].13
Laborers 331 " @ 1.505 per hr. [illegible]98.16
" 12 " @ 1.[illegible]6[illegible] " " 17.63

Overtime
Foreman 5 " @ 2.765 per hr. [illegible].83
Laborers [illegible] " @ 2.26 " " [illegible]95.[illegible]9
" 7 " @ 2.20[illegible] " " [illegible] 775.[illegible] 14-1014-284
[illegible] 19[illegible]

PR 701-1 - Supt. Office
Protection to track and trains [illegible]
signal wires at Tunnel 1½
Engineer Inspector - ½ da. 9.[illegible] 14-1014-284

PR 701-2 - Supt. Office
Change line, move signal and teleg. lines
and rock protecting fence-MP [illegible] to 63.2[illegible]
Engineer Inspector - 8 da. 147.[illegible] 33-1022-284

Inspection due to blasting [illegible]
tunnel, dozing off and [illegible]
at Tunnel 1½ - MP 6[illegible] 3/4
Engineer Inspector - 2 da. 36.75

Cleaning up slide caused by blasting			
Engineer Inspector	9.[illegible]8	45.93	14-1014-284
PR 710-1 - W.S. Gang 726			
Install 12" drain sumps			
Foreman 2 da.@ 365.80 mo.(21 da)	34.84		
Sht.Mtl.Wrkrs. 64 hrs.@ 1.973 per hr.	126.27		
S.M.W. Helpers 16 " @ 1.697 " "	27.15		
Excavate and backfill filled sump			
Foreman 2 da. @ 365.80 mo.(21da)	34.84		
Sht.Mtl.Wrkrs. 64 hrs.@ 1.973 per hr.	126.27		
S.M.W. Helper 16 " @ 1.697 " "	27.15		
Install 12" drain tile from standpipes,etc.			
Foreman 1 da. @ 365.80 mo.(21da)	17.42		
Sht.Mtl.Wrkrs. 40 hrs.@ 1.973 per hr.	78.92	ok	
S.M.W. Helper 8 " @ 1.697 " "	13.58	486.44	14-1020-285
PR 710-2 - W.S. Gang 726			
Install sewers and sumps			
Foreman 3 da. @ 365.80 mo.(21da)	52.26	ok	
Sht.Mtl.Wrks. 104 hrs.@ 1.973 per hr.	205.19		
S.M.W. Helper 24 " @ 1.697 " "	40.73	298.18	14-1020-285
PR 712-2 - Signal Gang 727			
Protecting cable at MP 67.53			
Foreman 1 da. @ 434.56 mo.(26da)	16.71		
Signalman 32 hrs.@ 1.973 per hr.	63.14		
Asst.Signalman 8 " @ 1.685 " "	13.48		
Signal Helpers 24 " @ 1.661 " "	39.86	133.19	33-1022-284
PR 712 - Signal Dept. 3401			
Protecting signal wires while blasting Hood River to MP 67			
Signalman 36 hrs.@ 1.973 per hr.	71.03		
Overtime			
Signalman 2 " @ 2.9595 " "	5.92	76.95	14-1014-284
Cutting power account blasting			
Overtime			
Sig. Maintainer 5½ hrs.@ 2.9595 per hr.		16.28	14-1014-284
WE 205 - Work Train Service			
Cleaning out rock at west end Tunnel MP 67			
1½ - 4 hrs.			
Engine 2525 - March 20			
Trainmen	22.98		
Enginemen	19.43	42.41	14-1014-284

[illegible] - Other [illegible] - [illegible]		
[illegible] Tunnel [illegible]		
[illegible]		
[illegible]	[illegible]	[illegible] 14-1014-284
[illegible]	[illegible]	
[illegible] Track Section [illegible]		
Flagging account [illegible] water [illegible]		
Rock River		
Laborers - 8 hrs. @ 1.469 per hr.	11.75	14-1020-285 NP
Overtime		
Foreman - 1 hr. @ 2.765 per hr.	2.77	
Laborers - 2 hrs. @ 2.20	4.[illegible]	
Clearing up track and uncovering cable account blasting at Tunnel [illegible]		
Foreman - 2 hrs. @ 112.26 mo. (21 da.)	3.72	
Laborers -12 " @ 1.505 per hr.	18.06	
" - 4 " @ 1.469 " "	5.88	14-1014-284
Overtime		
Foreman - 2 " @ 2.765 per hr.	5.53	
Laborers -12 " @ 2.26 " "	27.12	
" - 4 " @ 2.205 " "	8.82	
Roadway watchman at MP 61.25 account Highway Construction		
Foreman - 2 hrs. @ 112.26 mo. (21 da.)	3.72	
Laborers 152 " @ 1.505 per hr.	228.76	14-1014-284
" 16 " @ 1.469 "	23.50	
Overtime		
Laborers 8½ " @ 2.26 "	19.21	
Watchmen and flagmen account construction of new highway near MP 66.75		
Laborers 384 hrs. @ 1.505 per hr.	577.92	
Overtime		14-1014-284
Foreman 9 " @ 112.26 mo. (21 da.)	16.73	
Laborers 144 " @ 2.26 per hr.	325.44	
Surfacing, aligning and shifting track		
Foreman 31 hrs. @ 112.26 mo. (21 da.)	57.62	
Laborers 128 " @ 1.505 per hr.	192.64	
" 16 " @ 1.481 " "	23.70	
" 16 " @ 1.469 " "	23.50	14-1012-284
Overtime		
Foreman 28 " @ 2.765 " "	77.42	
Laborers 20 " @ 2.26 " "	45.20	
Laborers 6 " @ 2.22 " "	13.32	
" 6 " @ 2.205 " "	13.23	[illegible]

[illegible]

14-1014-284

[illegible]

14-1013-284

[illegible]

644.00

33-1022-284	66.79
14-1013- "	60.44
14-1014- "	304.26
14-1020-285 ⓞk	212.51
	644.00

[illegible]

ok
14-1020-285

[illegible]

14-1014-284
14-1013-284
33-1022-284

ok
14-1020-285

[illegible]

ok
14-1020-285

[illegible]

1 ea. Truck 1½ ton Internat'l. # MW-7
160 mi. @ .05 per mi. 8.00 OK 14-1020-285

Used by Signal Gang 787
1 ea. Truck #MW-20
48 mi. @ .05 per mi. 2.40 [illegible]

6 ea. Brdg. cars 1 da. ea.	@ 1.016 per da.	6.10	
5 ea. Rev. " " " "	@ 1.016 " "	5.08	
3 ea. Motor " " " "	@ 0.74 " "	2.22	13.40 [illegible]

Work Train Service
Engine #2525 - March 20th
4 hrs. @ 6 mi. per hr. 24 mi.
24 mi. @ 1.154 per mi. 27.70 [illegible]

Used by Ditcher Operator
Ditcher 0101 March 20th
4 hrs. @ 1.245 per hr. 4.98 14-1014-284 64.51

Material Used

March 1952

Form 502-1 #551

400 lbs. Pig lead	@ .17 lb.	68.00	
132 ft. 12" C.I. pipe 150 lb. hub end	@ 3.18 ft.	419.76	
25 lb. Oakum	@ .26 lb.	6.50	
1 ea. 12"x12"x12" tee hub ends	@ 68.85 ea.	68.85	
2 ea. 12"-90 degree elbows	@ 50.98 ea.	101.96	
435 ft. 12" concrete sewer pipe	@ .78 ft.	339.30	OK
28 ft. 24" " " "	@ 2.40 ft.	67.20	14-1020-285
24 sks. cement	@ .80 sk.	19.20	1090.77

Handling costs of loading and unloading material at railroad company stores -
5% of 513.46 OK 14-1020-285 25.67

TE 256 - Cost of crushed rock produced at Barnhart Quarry
2 cars (100 cu. yds.) @ 70.00 per car. 14-1013-281 140.00

Transportation of material moving in revenue trains
Denver to Hood River - 1320 miles
10,824 lbs. or 5.412 tons x 1320 mi. 7,144 t.m.
7,144 ton miles @ .010 per t.m. OK [illegible] 71.44

Portland to Hood River - 63 miles
39,858 lbs. or 19.929 tons x 63 mi. 1,256 t.m.
1,256 ton miles @ .010 per t.m. OK [illegible] 12.56

Barnhart to Hood River - 145 miles
260,000 lbs. or 130 tons x 145 mi. 18,850 t.m.
18,850 ton miles @ .010 per t. m. 14-1013-[illegible] 188.50

pam

Labor for accounting:

Work Order Clerk	Sept. 1952	12 hrs.	@ 1.9551 per hr.	23.46	
	Dec. 1952	12 "	@ 1.8855 " "	22.63	
	Jan. 1953	16 "	@ 1.96524 " "	31.44	
Compt. Operator	Jan. 1953	1½ "	@ 1.69738 " "	2.55	
Bill Exam.	Jan. 1953	3½ "	@ 2.02476 " "	7.09	
	Febr. 1953	½ "	@ 2.23789 " "	1.12	
Typist	Febr. 1953	1½ "	@ 1.9221 " "	2.88	91.17

Vacation Allowance	3% on 91.17	2.74
RRR & UI Tax Pd. 1952-53	6% on 93.91	5.63
Insurance	4% on 93.91	3.76
		103.30
Total for Partial Billing		8018.70

38-1020 · · "   7.61
4-1012 "   11.48
12-1014- "   35.76
14-1020 · 285   46.45 — ok
103.30

	Cont. No.			Participating	~~Participating~~ Nonparticipating
Second St. Oxing	#631	14-1020	$	3,586.49	19.04

Jam

Salem, Oregon January 21, 1953

STATE OF OREGON

To Union Pacific Railroad Company, Omaha 2, Nebraska, Dr.

Project Hood River-Mosier

Highway Comm. Agreement No. 370&372

Sub-Division No.

Ry. Company's Agreement No. Audit 75780 & 75415

Estimate No. 2

Period Covered June 1951 through March 1952

Prefix & Acct. No. See Invoice

Item	Total Amount To Date	Previous Amount	Present Amount
Bill #590337	4,709.04	4,709.04	
#597357	38,575.08	-	38,575.08
Totals	43,284.12	4,709.04	38,575.08
Retained 10 %	4,328.41	470.90	3,857.51
Total Payments	38,955.71	4,238.14	34,717.57

Pay This Estimate $ 34,717.57

Computed by

Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

FORM E-30X 25M 6-51 80116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
January 9, 1953

SUBJECT:

To:

R.R. Bill No. 597357

Mr. W.E. Chandler,
Division Engineer,
Salem, Oregon.

Dear Sir:

I am returning herewith all three copies of Union Pacific Company's Bill No. 597357, which I have gone thru carefully and segregated as to charges. $375.85 of the total bill, for cleaning culverts, is not our obligation and not included in the approval. As near as I can determine, the work covered by this charge was for cleaning apple waste from the inlet end of the culvert opposite our station 1267. Exception noted on sheet 9 of the bill.

Please ask Mr. Gardner to return me a copy of this bill for use in checking future bills.

Very truly,

A.V. Benedict
Resident Engineer.

RECEIVED
JAN 14 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

JAN 13 1953

5-51-100M

Form 130 A

State Highway Commission
[illegible], Oregon

BILL NO. 597357

MONTH'S ACCOUNT 11-1952

[illegible] DEPT. NO. [illegible]

DATE MADE ____________ 19____

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR Cost to construct temporary 3-span pile [illegible] bridges at [illegible] and [illegible].92, shoofly at [illegible] [illegible] with relocation of Columbia River Highway in accordance with Agreement Audit No. 75415, CD No. 51309 dated April 13, 1951, our Work Order S-2044 OK. June 1951 to March 1952

[illegible] progressive billing

Detailed statement attached

~~38950.93~~
38575.08

The records supporting the charges in this bill are located in the office of the Auditor of Disbursements, Omaha, Nebr.

O.K. Jan 9 1953
[illegible] ENGR. A.V. Benedict.
APPROVED Dean Swift

14-1014	284	138.58	Insp. & flagmen.
33-1022	284	7323.11	
" "	285	12,854.07	Telegraph 9156.90 Shoofly 3697.17
" "	260	18,259.32	Temp. Underpasses.
Total		38,575.08	

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost to construct temporary 3-span pile trestle bridges at MP 67.53 and 67.92, shoofly at MP 67.36 to MP 67.51 and rearranging signal and telegraph line for State of Oregon in connection with relocation of Columbia River Highway in accordance with Agreement Audit No. 75415, CD No. 37385 Dated April 13, 1951, our work order S-2944 OW. 1st Progressive Billing - June 1951 and March 1952.

Engineer - Inspector

Month	Days	Rate	Amount	Personal Expenses Voucher No.	Personal Expenses Amount	
June 1951	4-3/4	439.58	99.43	76400	48.63	
July 1951	17-1/2	442.01	368.34	91677	192.32	
Aug. 1951	21	442.01	403.57	95792	206.64	
Sept. 1951	17	442.01	395.49	115883	186.72	
Oct. 1951	21	442.01	403.57	117246	196.15	
Nov. 1951	19-1/2	442.01	410.44	134875	186.73	
Dec. 1951	14	442.01	309.40	131862	144.57	
Jan. 1952	22	445.00	445.00	159263	213.00	
Feb. 1952	18-1/2	445.00	411.63	156960	140.95	
Mar. 1952	8 (23-1/2 da mo)	445.00	151.49	181639	75.43	
			3 398.36		1 591.14	4 989.50

3% Vacation Allowance on 3 398.36	101.95	
6% RR Retirement & Unemp. Tax on 3 500.31	210.02	
3% Workmen's Compensation Ins. on 3 500.31	105.01	
1% Public Liability & Property Damage Ins. 3 500.31	35.00	451.98
		5441.48
		33-1022-227

B&B Dept. - Temporary Bridges
June 1951
PR No. 710-1 Gang 707

Transfer material	24 hrs	@ 1.827 hr	43.85
"	8 "	@ 1.767 "	14.14
"	8 "	@ 1.719 "	13.75
Work with Pile driver	64 "	@ 1.767 "	113.09
"	64 "	@ 1.719 "	110.02
"	OT 14 "	@ 2.65 "	37.10
"	OT 14 "	@ 2.58 "	36.12
Driving piling	64 "	@ 2.0613"	131.92
"	64 "	@ 1.827 "	116.93
"	128 "	@ 1.767 "	226.18
"	184 "	@ 1.719 "	316.30
"	80 "	@ 1.575 "	126.00
"	OT 14 "	@ 3.07 "	42.98
"	OT 10 "	@ 2.74 "	27.40
"	OT 28 "	@ 2.65 "	74.20
"	OT 34 "	@ 2.58 "	87.72
"	OT 10 "	@ 2.365 "	23.65

Gang 711

Moving from Biggs to The Dalles	OT 2-2/3 "	@ 2.74 "	7.31

Gang 711 (Cont'd)						
Moving from The		16	hrs	@ 2.0613	hr	32.99
Dalles to Mosier		16	"	@ 1.827	"	29.23
and unloading		32	"	@ 1.767	"	56.54
material		32	"	@ 1.719	"	55.01
Hauling Pilot and Operator from Hood River to Mosier and Return	OT	25	"	@ 2.74	"	68.50
PR 701-2 B&B Gang 707						
Work with Pile driver		40	"	@ 1.767	"	70.68
"		8	"	@ 1.719	"	13.75
"	OT	9	"	@ 2.65	"	23.85
	OT	11	"	@ 2.58	"	28.38
Gang No. 711						
Putting in false work to cutting off piling		44	"	@ 2.0613	"	90.70
"		44	"	@ 1.827	"	80.39
"		72	"	@ 1.767	"	127.23
"		80	"	@ 1.719	"	137.52
"	OT	8	"	@ 3.07	"	24.56
"	OT	8	"	@ 2.74	"	21.92
"	OT	8	"	@ 2.65	"	21.20
"	OT	8	"	@ 2.58	"	20.64
Omitted Time June	OT	3	"	@ 3.07	"	9.21
6th Waiting for	OT	3	"	@ 2.74	"	8.22
outfit at Mosier	OT	6	"	@ 2.65	"	15.90
"	OT	3	"	@ 2.58	"	7.74
Driving Piles		32	"	@ 2.0613	"	65.96
"		32	"	@ 1.827	"	58.46
"		64	"	@ 1.767	"	113.09
"		64	"	@ 1.719	"	110.02
"		32	"	@ 1.575	"	50.40
"	OT	9	"	@ 3.07	"	27.63
"	OT	9	"	@ 2.74	"	24.66
"	OT	18	"	@ 2.65	"	47.70
"	OT	10	"	@ 2.58	"	25.80
"	OT	9	"	@ 2.365	"	21.29
Haul Pilot from Hood River	OT	9	"	@ 2.74	"	24.66
Shoveling coal in-		4	"	@ 2.0613	"	8.25
to Pile Driver		4	"	@ 1.827	"	7.31
coal tender		8	"	@ 1.767	"	14.14
"		8	"	@ 1.719	"	13.75
"		4	"	@ 1.575	"	6.30
Gang 712						
Assisting B&B Gang		16	"	@ 1.827	"	29.23
#711 on temporary		64	"	@ 1.575	"	100.80
Bridges	OT	9	"	@ 3.07	"	27.63
	OT	11	"	@ 2.74	"	30.14
	OT	9	"	@ 2.65	"	23.85
	OT	9	"	@ 2.58	"	23.22
	OT	37	"	@ 2.365	"	87.51

July 1951						
PR 710-1 Gang No. 711						
Excavating, cutting		72	hrs	@ 2.0713	hr	149.13
off piling and		72	"	@ 1.837	"	132.26
placing stringers		72	"	@ 1.777	"	127.94
for temporary		96	"	@ 1.729	"	165.98
bridges		64	"	@ 1.585	"	101.44
"	OT	18	"	@ 3.085	"	55.53
	OT	18	"	@ 2.745	"	49.41
	OT	18	"	@ 2.665	"	47.97
	OT	10	"	@ 2.595	"	25.95
	OT	17	"	@ 2.380	"	40.46
Inspection of	OT					
Bridge	OT	10-2/3	"	@ 3.085	"	32.91
Gang No. 712						
Digging out under track, place		16	"	@ 2.071	"	33.14
	OT	2	"	@ 3.085	"	6.17
stringers and		24	"	@ 1.777	"	42.65
caps and assist	OT	3	"	@ 2.665	"	8.00
Gang No. 711		56	"	@ 1.585	"	88.76
"	OT	7	"	@ 2.38	"	16.66
"						
PR 710-2 Gang 711						
Placing walk on		96	"	@ 2.0713	"	198.84
both sides of		88	"	@ 1.837	"	161.66
Bridge Handrails,		96	"	@ 1.777	"	170.59
Bracing Piling		120	"	@ 1.729	"	207.48
bulkhead tell tales for 2 bridges on each side		144	"	@ 1.585	"	228.24
Returning Power Saw		8	"	@ 1.837	"	14.70
in connection with temp. bridge Mosier to Portland and return	OT	1	"	@ 2.745	"	2.75
Placing walk on both		8	"	@ 1.729	"	13.83
sides of bridge handrail - r tell tales, bracing piling bulkheads for 2 bridges		8	"	@ 1.585	"	12.68
Aug. 1951						
Gang No. 711						
Hand rails and tell		28	"	@ 1.8913	"	52.96
tales		28	"	@ 1.837	"	51.44
"		28	"	@ 1.777	"	49.76
		84	"	@ 1.729	"	145.24
		84	"	@ 1.585	"	133.14
October 1951						
Gang 712						
Placing helper braces		8	"	@ 1.89	"	15.12
"		8	"	@ 1.837	"	14.70

October 1951 (Cont'd)				
Gang 712 (Cont'd)				
Placing helper braces	16 hrs @ 1.729 hr		27.66	
"	24 " @ 1.585 "		38.04	
Dec. 1951 - Gang 712				
Line & surface track	24 " @ 2.175 "		52.20	
"	48 " @ 1.729 "		82.99	
"	48 " @ 1.585 "		76.08	
			6 309.08	6 309.08
3% Vacation allowance on 5 072.58 (excludes OT)				152.18
6% RR Retirement and Unemployment on 6 461.26				387.68
Insurance:				
Workmen's Compensation 3% on 6 461.26				193.84
Public Liability & Property Damage 1% on 6 461.26				64.61
Personal Expenses:				
Voucher No. E 86283		9.45		
" " E 72486		51.45		60.90
Norman Stever, B&B Carpt 2 cls				
Voucher No. E 86287		10.65		
" " E 72484		69.60		80.25
Constructing Tempy Bridges & Driving piling.		33-1522-[illegible]		7248.54

Material - Temporary Bridges
July 1951

502-1 #1126					
11	40 ft Untreated Piling D	ea	12.28	135.08	
59	45 ft " " "	ea	13.82	815.38	
26	50 ft " " "	ea	15.35	399.10	1 349.56
502-1 #1192					
29	12"x36" WI pipe 87 ft	ft	4.50	391.50	391.50
502-1 #1302					
400	½" Punched washers	ea	.03	12.00	
156	3/4" cast washers	ea	.06	9.36	
60	5/8" cast washers	ea	.03	1.80	
156	3/4" E.T. assemblies	ea	.36	56.16	
80	5/8" E.T. assemblies	ea	.33	26.40	
120	2" cast separators	ea	.20	24.00	
200 lbs	3/8"x10" boat spikes	lb	.09	18.00	
105	8"x8"x9' S-1-E untreated	ea	4.50	472.50	
12	5"x8"x18' do	ea	5.62	67.44	
8	14"x14"x14' Untreated	ea	21.43	171.44	
12	10"x20"x34' rgh untreated	ea	56.78	681.36	
12	10"x20"x17'6" rgh untreated	ea	29.23	350.76	
58 ft	13" or 14" pipe	ft	4.50	261.00	
60	3/4x38" machine bolts and nuts	ea	.54	32.40	
48	3/4x32" " " " "	ea	.32	15.36	
16	3/4x46" " " " "	ea	.65	10.40	
16	3/4x22" " " " "	ea	.26	4.16	
16	3/4x26" " " " "	ea	.27	4.32	
60	5/8x17" " " " "	ea	.17	10.20	
120	½"x6" " " " "	ea	.05	6.00	
80	½"x8" " " " "	ea	.08	6.40	2 241.46

Material - Temporary Bridges (Cont'd)
July 1951 (Cont'd)
502-1 No. 1235

16	4"x12"x20' rgh untreated	ea	5.53	88.48		
8	4"x8"x20' " "	ea	3.11	24.88		
18	4"x8"x20' S1S "	ea	3.11	55.98		
16	4"x4"x16' " "	ea	1.58	25.28		
16	3"x4"x16' " "	ea	1.58	25.28		
52	2"x6"x16' S4S "	ea	1.28	66.56		
16	2"x6"x16' Rgh "	ea	1.21	19.36		
48	2"x12"x16' " "	ea	1.83	87.84		
32	4"x12"x24' " "	ea	5.05	161.60	555.26	

August 1951
502-1 No. 1326

884 ft	Metal Fire decking Dwg 19238	ft	.25	221.00		
2	Piling for telltales 45 ft	ea	14.13	28.26		
18	2"x6"x20' S4S Untreated	ea	1.60	28.80		
6	1"x8"x20' S4S "	ea	.99	5.94		
20 lbs	8 d Com. nails	lb	.09	1.80		
30 "	16 d " "	lb	.06	1.80		
20 "	20 d " "	lb	.08	1.60	289.20	4 826.98
	5% Cost of handling					241.35
					[illegible]	[illegible]

Form 1253
Boarding outfits:
Gang 711 - June 1951

55217	flat	30	days	1.016 day	30.48
05168	tool	1	"	"	1.02
36496	ice	2	"	"	2.03
55372	flat	30	"	"	30.48
78767	matl	30	"	"	30.48
09630	office	10	"	"	10.16
07537	bath	30	"	"	30.48
X92	tender	30	"	"	30.48
02453	DC&H	10	"	"	10.16
01028	bunk	4	"	"	4.06
09644	"	7	"	"	7.11
540	MC	21	"	.74	15.54
					202.48

Basis for apportionment:

Total hours worked Gang 711	1402				
" " S-29404	717	51.14%			
51.14% of 202.48				103.55	103.55
Auto truck #27 420 miles @ .05 mile				21.00	21.00

Gang 712 - June 1951

09603	bunk	30	days	1.016 day	30.48
09638	"	30	"	"	30.48
01271	commy	30	"	"	30.48
010280	kitchen	30	"	"	30.48
X85	tender	30	"	"	30.48
07578	bath	30	"	"	30.48

Gang 712 - June 1951 (Cont'd)						
0711	4-man	30 days	1.016 day			
05166	tool	30 "	"	30.48		
55448	flat	30 "	"	30.48		
55615	"	30 "	"	30.48		
				30.48		
				304.80		
Basis:						
Total hours worked		1623				
" "	S-2944	155	9.55%			
9.55% of 304.80					29.11	29.11
B&B Gang 711 - July 1952						
55217	flat	31 days	1.016 day			
05168	tool	31 "	"	31.496		
36496	ice	31 "	"	31.496		
55372	flat	31 "	"	31.496		
78767	matl	31 "	"	31.496		
09639	office	31 "	"	31.496		
07537	bath	31 "	"	31.496		
X92	tender	31 "	"	31.496		
02453	[illegible]	31 "	"	31.496		
01028	bunk	31 "	"	31.496		
09646	"	31 "	"	31.496		
				31.496		
				346.456		346.46
540	MC	21 "	.74			
	100% S-2944			15.54		15.54
Auto truck 215 miles @ .05				10.75		10.75
Gas Saw 45679		21 days	3.01 day	63.21		63.21
B&B Gang 712 July 1952						
09603	bunk	31 days	1.016 day			
09638	"	31 days	"	31.469		
01271	commy	31 "	"	31.469		
010280	kitchen	31 "	"	31.469		
X85	tender	31 "	"	31.469		
07578	bath	31 "	"	31.469		
0711	4-man	31 "	"	31.469		
05166	tool	31 "	"	31.469		
55448	flat	31 "	"	31.469		
55615	"	31 "	"	31.469		
				31.469		
				314.690		
Basis:						
Total hours worked		1425				
" "	S-2944	108	7.58%			
7.58% of 314.69					23.85	23.85
PR - Other Gangs						
Pile Driver 0321						
June 1951 - 21 days						
Stand by time		16 hrs	1.839		29.42	
"		8 "	1.575		12.60	

JJM

33 1022-20 112.47

PR - Other Gangs (Cont'd)
Pile Driver 0321 (Cont'd)
June 1951 - 21 days (Cont'd)

Drive piling		72	hrs	1.839	132.41
"		72	"	1.575	113.40
"	OT	11	"	2.76	30.36
"	OT	11	"	2.365	26.02
Oiling - Inspecting	OT	5	"	2.76	13.80
Shut steam valves	OT	4½	"	2.76	12.42
Coaling up	OT	½	"	2.76	1.38
Firing up pile driver	OT	10	"	2.365	23.65
Banking fire	OT	7	"	2.365	16.56
Driving piling		40	"	1.839	73.56
"	OT	8½	"	2.76	23.46
Oiling & inspecting	OT	4½	"	2.76	12.42
Coaling up	OT	1	"	2.76	2.76
Shutting off valves	OT	3	"	2.76	8.28
Driving piling		40	"	1.575	63.00
"	OT	8½	"	2.365	20.10
Firing up & banking fire	OT	10	"	2.365	23.65
Coaling up pile driver	OT	1	"	2.365	2.37
Getting pile driver ready to move		16	"	1.839	29.42
"		16	"	1.575	25.20
"	OT	1½	"	2.76	4.14
"	OT	1½	"	2.365	3.55
Enroute to Albina		8	"	1.839	14.72
"	OT	4	"	2.76	11.04
"		8	"	1.575	12.60

Locomotive Crane 0293
June 1951

Unload piling		4	"	1.911	7.63
"	OT	3	"	2.865	8.60
"		16	"	1.911	30.58
"	OT	2	"	2.865	5.73
Inspecting machine	OT	1	"	2.865	2.86
Oiling "	OT	1	"	2.865	2.86
Coaling	OT	1	"	2.865	2.86
Digging cut under Bridge		8	"	1.911	15.29
"		8	"	1.575	12.60
"	OT	½	"	2.865	1.44
"	OT	½	"	2.365	1.18
"	OT	½	"	2.865	1.44
"	OT	½	"	2.365	1.18

July 1951

Handle bridge matl		36	"	1.921	69.16
"		36	"	1.585	57.06
"	OT	1	"	2.88	2.88
"	OT	1	"	2.38	2.38
"	OT	2½	"	2.88	7.20

Locomotive Crane 0293 (Cont'd)
July 1951 (Cont'd)

Handle bridge matl	OT 2½ hrs	2.38			5.95	
					981.17	981.17
3% Vacation allowance on 698.65 (excludes OT)					20.96	
6% RR Retirement on 1 002.13					60.13	
Insurance:						
3% Workmen's compensation on 1 002.13					30.06	
1% Public Liability & Property Damage on 1 002.13					10.02	121.17
Form 1253 - Rental of Equipment						
Pile Driver:						
0321 Pile Driver	15 days	11.14 da			167.10	
0562 Idler	Free					
07963 Tender	15 "	1.016 "			15.24	
09747 Material	15 "	1.016 "			15.24	
54359 (stringers) Flat	15 "	1.016 "			15.24	
55949 (Piling) Flat	15 "	1.016 "			15.24	
55944 Idler	Free					
01076 Outfit	15 "	1.016 "			15.24	
Loco. Crane						
0293 Crane	8 "	6.19 "			49.52	
05211 Idler	Free					
0533 Supply	8 "	1.016 "			8.13	
01414 Dump	8 "	1.016 "			8.13	
09648 Outfit	8 "	1.016 "			8.13	
09784 "	8 "	1.016 "			8.13	325.34
Work Train Service:						
Trainmen with PD 0321			OT	227.75	1 052.50	
Enginemen " "					26.28	
Trainmen " Loco Crane 0293			OT	13.91	51.49	
				241.66	1 130.27	1 130.27
3% Vacation allowance				888.61	26.66	
6% RR Retirement & Unemployment				1 156.93	69.42	
Insurance:						
3% Workmen's Compensation					34.71	
1% Public Liability & Property Damage					11.57	142.36
Locomotives: 5414, 5404 and 7866						
June 1951 - Unload, piling and Bridge Material						
Trainmen			OT	78.92	274.18	
Enginemen			OT	54.68	117.10	
July 1951 - Ditching, Digging out for Bridge & Pick up X arms for signal Dept.						
Trainmen			OT	55.90	209.20	
Enginemen			OT	38.92	151.59	
				228.42	752.07	752.07
3% Vacation Allowance				523.65	15.71	
6% RR Retirement & Unemployment				767.78	46.07	
Insurance:						
3% Workmen's Compensation					23.03	
1% Public Liability & Property Damage					7.68	541.17 92.49

33-1022 - 260

Rental of Locomotives:			
8 days 79.409 da	635.27		635.27
Freight on temporary bridge material:			
Timber & Piling:			
Centralia, Wn. to MP 67.36 158 miles			
200087# @ .010 ton mile	158.07		158.07
Other material			
Seattle, Wn. to MP 67.36 251 miles			
14087# @ .010 ton mile	17.66		17.66
Temporary Bridge material released will be credited when released			
July 1951:			
Vo. No. 82189 Personal expenses Teleg. clerk		2.00	
Vo. No. 82191 " " " "		34.00	36.00
		33-1022-2[illegible]	547.[illegible]
Work train service:			
March 1952			
? Dig culverts:			
Eng. 2203 Enginemen	113.22		
Trainmen	76.58	189.80	189.80
3% Vacation allowance		5.69	
6% RR Retirement and Unemployment Ins. Tax on	195.49	11.73	
3% Workmen's Compensation Ins.	195.49	5.86	
1% Public Liability & Property Damage	195.49	1.95	25.23
Rental of Eng. 2203			
March 1 & 3			
2 days @ 79.409 day			158.82
Vo. No. 178565 Personal expenses Teleg. clerk			2.00
			5[illegible]5
March 1952			
Protecting Signal wires while blasting			
40 hrs 1.973 hr	78.92		
4 " OT 2.9595 "	11.84		
	90.76		90.76
3% vacation allowance on 78.92	2.37		
6% RR Retirement & Unemployment Tax on 93.13	5.59		
Insurance:			
3% Workmen's Compensation on 93.13	2.79		
1% Public Liability & Property Damage	.93		11.68
Personal Expenses			
Vo. No. 181585 Signalman			23.25
TE #256		33-1022-2.54	125.69.
250 cu.yds. crushed rock Barnhart Quary		33-1022-[illegible]	350.02

?) No culvert [illegible]
Chargeable [illegible].
This appears to be
applied [illegible] at MP. 64.51

Relocate telegraph line:
Gang No. 015
July 1951 Teleg. Dept. PR - 1st Half

Relocate Pole Line:						
Foreman		15	days	432.01	mo	209.04
Clerk		48	hrs	296.19	mo	84.62
Lead Workman		160	"	1.951	hr	312.16
"	OT	18	"	2.792	"	50.26
Lineman:						
Pole work		38	"	1.861	"	70.72
Crossarm work		54	"	1.861	"	100.49
Cutting trees and brush		180	"	1.861	"	334.98
Travel time		32	"	1.861	"	59.55
Groundman:						
Pole work		320	"	1.621	"	518.72
Crossarm work		26	"	1.621	"	42.15
Anchor "		50	"	1.621	"	81.05
Cutting trees and brush		246	"	1.621	"	398.77
Travel time		64	"	1.621	"	103.74

2nd Half

Foreman		16	days	432.01	mo	222.97
Lead workman		192	hrs	1.951	hr	374.59
"	OT	24	"	2.792	"	67.01
Lineman:						
Pole work		116	"	1.861	"	215.88
Crossarm work		35	"	1.861	"	65.14
Guy "		10	"	1.861	"	18.61
Wire "		175	"	1.861	"	325.67
Salvage material and clean R/W		24	"	1.861	"	44.66
Groundman:						
Pole work		232	"	1.621	"	376.07
Cross arm work		15	"	1.621	"	24.32
Anchor "		60	"	1.621	"	97.26
Wire "		481	"	1.621	"	779.70
Cutting Brush		40	"	1.621	"	64.84
Salvage material and clean R/W		72	"	1.621	"	116.71

June 1951

Relocate Pole Line:					
Leading Lineman	16	"	1.941	"	31.06
Lineman	32	"	1.851	"	59.23
Groundman	64	"	1.611	"	103.10

August 1951					
Relocate Pole line					
Foreman	4 days	432.01 mo	55.74		
Lead workman	48 hrs	1.861 hr	89.33		
" OT	4 "	2.791 "	11.16		
Traveling					
Lineman	72 "	1.861 "	133.99		
Groundman	240 "	1.621 "	389.04		
			6 032.33		6 032.33
3% Vacation allowance (Excludes OT)			5 903.90	177.12	
6% RR Retirement & Unemployment			6 209.45	372.57	
Insurance:					
3% Workman's Compensation			6 209.45	186.28	
1% Public Liability and Property Damage			6 209.45	62.09	798.06
Personal expenses:					
July 1951					
Vo. No. E 99009 Foreman			25.20		
Vo. No. E 99011 Lineman			7.45		
August 1951					
Vo. No. E 98586 Foreman			23.45		
Vo. No. E 80925 Lineman			8.80		
Vo. No. E 98584 "			14.15		
Vo. No. E 98588 "			15.15		
Vo. No. E 81174 "			14.45		108.65

Rental of Equipment
Boarding Outfits - Tele Gang 015
July 1951

04665	Bunk	31 days
09690	"	"
09943	"	"
07561	Bath	"
05620	Bunk	"
04856	Diner	"
010480	Commsy	"
010814	Water	"
151949	Matl	"
015180	"	"
151193	"	"
151650	"	"
152316	"	"
151908	"	"
?JE 16607	Ice	"
151199	Mtl	"
56651	Flat	"
		527 days

527 days @ 1.016 day	535.43		
Proportion this job 89.48%		479.10	479.10
		33 1022 · 255	7418.14

Basis for apportionment:
Total hours gang 015 3308
hours this job 2960 89.48%

August 1951 - Gang 015
Same as July 1951
527 days @1.016 day 535.43
Proportion this job 13.23% 70.84 70.84

Basis for apportionment:
Total hours worked gang 015 2994
hours this job 396 13.23%

Relocate Pole Line - Telegraph
July 1951
Form 502-1 #1287

8	Anchor rods, Hubbard Hudeye 3/8"x7' #8417	D	ea	1.51	12.08
20	Guy clamps Hubbard 5/8" #7461	D	ea	.60	12.00
1170	Pins std. wood insulator 1-1/4x8"	D	ea	.04	46.80
9	Bolts, crossarm 5/8"x16" #9816		ea	.22	1.98
9	" " 5/8x18" #9818		ea	.22	1.98
18	" " Double arming 5/8x16"		ea	.32	5.76
6	Bolts, crossarm double arming 5/8x18" #9866		ea	.22	1.32
34	Washers, round 1-3/4" Diam. with 11/16 hold Hubbard 7805		ea	.03	1.02
34	Bushing, Locust Wood		ea	.04	1.36

502-1 No. 1253

2	"H" Fixture Brace Galvanized Iron Strap 10'x2"x3/8"		ea	3.58	7.16
20	Bonds Strand Aluminum 6 M		ea	.04	.80
	Used from Telegraph Dept. Maintenance Stock				
15	Brackets Transposition Point Type Left Hand	SH	ea	1.25	18.75
2	Anchors Rock Special		ea	1.86	3.72
21	Poles, CYP Cl 3 25'		ea	11.65	244.65
7	" " " 30'		ea	15.60	109.20
3	" " " 35'		ea	20.40	61.20
4	" " " 40'		ea	25.60	102.40
1	" " " 45'		ea	30.60	30.60
200 ft	Wire Strand 6-M		ft	.04	8.00
123	Crossarms wood 10-pin		ea	2.10	258.30
10	Bolts Hubbard #1100		ea	.18	1.80
836 #	Wire, line copperweld #9 AWG		lb	.30	250.80
1463 #	Wire, Line copper #9 AWG	SH	lb	.16	234.08
525 #	Wire, line steel Galv. #6 BWG		lb	.06	31.50
2300 #	Wire, line steel Galv. #8 "		lb	.06	138.00
36 #	Wire soft drawn copper tie wire #9 AWG 22" long		lb	.32	11.52
45 #	Wire, iron tie galv. #8 BWG		lb	.11	4.95

33-1022-255 70.84

Relocate Pole Line - Telegraph (Cont'd)
July 1951 (Cont'd)
Form 502-1 No. 1253 (Cont'd)

1098	Insulators Glass Std	SH	ea	.07	76.86		
240	3/8x4 Bolts Carriage	SH	ea	.02	4.80		
120	Screws FD ½x4½	SH	ea	.02	2.40		
240	Braces Cross arm 28"	SH	ea	.11	26.40		
50	Bolts Crossarm 5/8x10	SH	ea	.07	3.50		
26	" " 5/8x12	SH	ea	.09	2.34		
20	" " 5/8x14	SH	ea	.10	2.00		
19	Bracket Transposition Drop type 1-point	SH	ea	.70	13.30		
13	Pins Steel Std	SH	ea	.16	2.08		
6	Anchor Logs 10-M	SH	ea	1.00	6.00	1 741.41	
5% Cost of Handling						87.07	1 828.48
Credit for Salvage							
9 pcs	Crossarm Bolts 16"		ea	.11	.99		
9 pcs	" " 18"		ea	.12	1.08		
6 pcs	" " 18" DE		ea	.14	.84		
760 pcs	Insulators glass		ea	.06	45.60		
43 pcs	Bolts Carg 3/8x4		ea	.02	.86		
86	Screws FD		ea	.01	.86		
185	Braces Xarm 28"		ea	.10	18.50		
10	Bolts " 10"		ea	.07	.70		
26	" " 12"		ea	.09	2.34		
10	" " 14"		ea	.10	1.00		
3	Brackets - Transposition Drop type		ea	.70	2.10		
74	Pins - Steel		ea	.13	9.62		
10	Brackets Transposition LH point type		ea	1.25	12.50		
8	Xarms 10'10 pin		ea	1.05	8.40		
6	Brackets Transposition Type R		ea	1.25	7.50		
2508 #	Wire Line #9 AWG		ea	.16	401.28	514.17Cr	
Less 5% Cost of Handling						25.71	488.46Cr
Freight on Teleg. Matl.							
Poles - Centralia, Wn. to 67.36		158 miles					
32104# @ .010 ton mile						25.36	
Omaha to MP 67.36		1717 miles					
9163# @ .010 ton mile						78.66	104.02
						33-1022-285	1,444.04
Payroll Tracks Sec. 12							
June 1951							
Flagging for cat & shovel work							
32 hrs @ 1.465 hr			33-1022-[illegible]		46.88	46.88	
PR Tracks - Sec. 12							
July 1951							
Assisting B&B Gang to build underpass Bridge							
32 hrs	Foreman 1.80 hr				57.60		
9 "	" 2.705 "	OT			24.35		
184 "	Laborers 1.465 "				269.56		
46 "	" 2.20 "	OT	33-1022-260		101.20	452.71	

Sept. 1951 - Sec. 11				
Flagging for construction ~~of underpass~~				
18 hrs Laborers 1.465	33-1022-284		26.37	26.37
Oct. 1951 - Sec. 11				
Flagging MP 67.65				
8 hrs Foreman 305.49 (23 day mo)			13.28	
56 " Laborers 1.465	33-1022-28[illegible]		82.04	95.32
Flagging MP 65				
8 hrs Foreman 305.49			13.28	
56 " Laborers 1.465	[illegible]		82.04	95.32
Flagging MP 62.5 to 68				
2 hrs Foreman 305.49			3.32	
16 " Laborers 1.465	[illegible]		23.44	26.76
November 1951 - Sec. 11				
Flagging for construction work MP 68				
23 hrs Foreman 1.80			41.40	
182 " Laborers 1.465	[illegible]		266.63	308.03
Dec. 1951 - Sec. 11				
Flagging for construction work MP 68				
36 hrs Foreman 305.49 (22 day mo)			62.49	
264 " Laborers 1.465	[illegible]		386.76	449.25
Dec. 1951 - Sec. 12				
62 hrs Laborers 1.465	33-1022-284		90.83	90.83
Jan. 1952 - Sec. 11				
Getting line up and flagging MP 68 acct blasting next to RR property				
14 hrs Foreman 312.26 (22 day mo)			24.84	
120 " Laborers 1.505	[illegible]		180.60	205.44
March 1952 -				
Flagging acct. new highway wanting track bed and moving track to new location				
5 hrs Foreman 312.26 (21 day mo)			9.29	
141 " Laborers 1.50			211.50	
9 " Foreman 2.765 OT			24.89	
26 " Laborers 2.26 OT	[illegible]		58.76	304.44
Construct shoofly at MP 67.36				
March 1952 - PR tracks, Sec. 12				
Shifting track on shoofly				
24 hrs 1.84		44.16		
2 " 2.765		5.53		
64 " 1.505		96.32		
4 " 2.26 OT	[illegible]-285	9.04		155.05
Extra Gang 749				
Febr. 1952 -				
Build shoofly MP 67.75				
34 hrs 324.76		69.01		
646 " 1.469	" " 285	948.97		1 017.98

March 1952					
Build new track					
24 hrs	324.76				
2 "	2.875 OT	46.40			
472 "	1.469	5.75			
38 "	2.205 OT	693.37			
		83.79			
3% Vacation allowance (Excludes OT 313.31)				829.31	4 103.69
6% Railroad Retirement on			3 790.38	113.71	
3% Workmen's Compensation Ins.			4 217.40	253.04	
1% Public Liability & Property Damage Ins.			4 217.40	126.52	
			4 217.40	42.17	535.44
Form 507 - March 1952					
780 L ft 130.8# new rail	34008#	NT			
39 L ft 130.8# SH 2 ‡ rail	1700#	NT	75.30	1 280.40	
50 131# (6) angle bars	3050#	C#	50.00	42.50	
615 131# DS-HD tie plates	13641#	C#	5.25	160.13	
800 # 1-1/16x6 track bolts	800#	C#	4.70	641.13	
1600 # 5/8"x6¼" track spikes	1600#	C#	9.56	76.48	
303 7x9x8 treated X ties		ea	6.00	96.00	
(Indirect treating Costs .3762 ea)			3.33	1 008.99	
				113.99	
Temporary use:					
Rail, angle bars, tie plates & bolts					
6% for temporary use			2 200.64		
25% " " " spikes					132.04
25% " " " 100 ties SH			96.00		24.00
100% " " " 203 ties Scrapped			370.62		92.66
5% cost of handling					752.36
					165.28
Transportation over our own lines					
Rail, angle bars, tie plates:					
Omaha to MP 67.36 No. West Dist.	1717 miles				
25.34 tons x 1717 = 43509 ton miles					
43509 ton miles @ .010 ton mile					435.09
Track spikes, track bolts:					
Seattle to MP 67.36	251 miles				
1.2 tons x 251 miles = 301 ton miles					
301 ton miles @ .010 ton mile					3.01
					1604.44
Cost to compile bill:					
Bill Clerk	54 hrs				
Bill Examiner	5 "		103.80		
Compt. Operator	8 "		9.29		
Typist	8 "		13.50		
			13.83		
3% Vacation allowance			140.42		140.42
6% RR Retirement & Unemployment on				4.21	
3% Workmen's Comp. Ins. on			144.63	8.68	
1% Public Liability & Property Damage Ins. on			144.63	4.34	
			144.63	1.44	18.67
					159.09
Total					38 950.93

ajn

Salem, Oregon December 10, 1952

STATE OF OREGON

To Union Pacific Railroad Co., Dr.

Project Hood River- Mosier Section

Highway Comm. Agreement No. 370 & 372

Sub-Division No. -

Ry. Company's Agreement No. Audit 75780

Estimate No. 1

Period Covered October, November, December 1951

Prefix & Acct. No. See Invoice

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 590337	4,709.04	-0-	4,709.04
Totals	4,709.04	-0-	4,709.04
Retained 10 %	470.90	-0-	470.90
Total Payments	4,238.14	-0-	4,238.14

Pay This Estimate $ 4,238.14

Computed by

Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

5-51-100M

Form 130 A

State of Oregon
State Highway Commission.
Salem, Oregon

BILL NO. 590337

MONTH'S ACCOUNT Sept. 195

J.F. DEPT. NO. [illegible]

To UNION PACIFIC RAILROAD COMPANY, Dr.

DATE MADE [illegible] 19

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR cost to make line change, rearrange signal line & rock protection fences, relocate water tank and furnish watchman and flagmen during period October 1951 through December 1951 account reconstruction of Columbia River Highway between Hood River and Mosier, in accordance with Contract Audit No. 75780, dated June 1, 1951. Our Work Order 6678-OW. First Partial Billing Detail Attached The records supporting the charges in this bill are located in the office of the Auditor of Disbursements, Omaha, Nebraska.	4709 04

33-1022-284 $32^{\underline{80}}$
285 $2642^{\underline{35}}$ $2675^{\underline{15}}$

14-1014-284 $171^{\underline{37}}$
14-1020-285 $1857^{\underline{52}}$

File Cy

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Progressive cost statement in connection with line change, rearranging signal line and rock protection fences, relocating water tank and furnishing watchman and flagmen during period October 1951 through December 1951 account of reconstruction of Columbia River Highway by State of Oregon between Hood River and Mosier, in accordance with Contract Audit No. 75780, CD No. 37607, dated June 1, 1951.

Our Work Order 6678-[illegible]

First Partial Billing

October 1951					
PR 713 - Track Section 11					
Flagging at MP 65					
Foreman	8 hrs. @	1.6603 hr.	13.28		
Laborers	56 hrs. @	1.465 "	82.04	95.32	14-1014-284
Flagging at MP 68					
Foreman	2 hrs. @	1.6603 hr.	3.32		
Laborers	14 hrs. @	1.465 "	20.51	23.83	33-1022-284
November 1951					
PR 713 - Track Section 12					
Flagging for Highway Dept. at MP 67 to 68					
Foreman OT	1 hr. @	2.705 hr.	2.71		
Laborer OT	1 hr. @	2.20 "	2.20		
Laborers OT	2 hrs. @	2.16 "	4.32	9.23	33-1022-284
PR 710-2 Water Service Gang 726					
Unload material for moving water tank					
Foreman	1 day @	359.03 mo. (21 day)	17.10		
Sheet Metal Worker	8 hrs. @	1.993 hr.	15.94		
" " "	24 hrs. @	1.933	46.39		OK
Helpers	8 hrs. @	1.657 hr.	13.26	92.69	14-1020-285
TE 1005 - Work Train Service					
Move Signal Gang to Mosier					
Engine 2280 - Nov. 7	2 hrs. 50 min.				
Trainmen			15.45		
Enginemen			10.63	26.08	33-1022-285
PR 712-1 Signal Gang 784					
Temporary pole line change					
Foreman	4 days @	426.21 mo. (26 day)	65.56		
Signalmen	112 hrs. @	1.933 hr.	216.50		
Asst. Signalman	64 hrs. @	1.645 "	105.28		
Signal Helpers	32 hrs. @	1.621 "	51.87	439.21	33-1022-285

W.O. 6678-OW State of Oregon Sheet #2
November 1951 Cont'd. - PR 712 Sig. Gang 784

Install cable through Tunnel #1½, change poles on both sides of tunnel and remove pole line around tunnel

Foreman	3 days	@ 426.21 mo. (26 day)	49.18		
Signalmen	120 hrs.	@ 1.933 hr.	231.96		
Asst. Signalmen	72 hrs.	@ 1.645 "	118.44		
Signal Helpers	48 hrs.	@ 1.621 "	77.81	477.39	33-1022-285

PR 712-2 Signal Gang 784
Install cable through Tunnel #1½ and remove pole line around tunnel

Foreman	8 days	@ 426.21 mo. (26 day)	131.14		
Signalmen	216 hrs.	@ 1.933 hr.	417.53		
Asst. Signalmen	144 hrs.	@ 1.645 "	236.88		
Signal Helpers	208 hrs.	@ 1.621 "	337.17	1122.72	33-1022-285

December 1951

PR 713 Track Section 11
Flagging at MP 65 account of blasting

Foreman	4 hrs.	@ 1.9093 hr.	7.64		
Laborers	32 hrs.	@ 1.465 "	46.88	54.52	14-1014-284

PR 710-1 Water Service Gang 726
Relocate water tank and unload material

Foreman	2 days	@ 359.03 mo. (20 day)	35.90		
Sheet Metal Worker	8 hrs.	@ 1.993 hr.	15.94		
	72 hrs.	@ 1.933 hr.	139.18		

Install temporary 4" engine watering standpipe

Foreman	3 days	@ 359.03 mo. (20 day)	53.85		
Sheet Metal Worker	16 hrs.	@ 1.993 hr.	31.89		
" " "	80 hrs.	@ 1.933 "	154.64		
Helper	8 hrs.	@ 1.657 "	13.26		

Install 12" drain lines, excavate & backfill (FG)

Foreman	3 days	@ 359.03 mo. (20 day)	53.85		
Sheet Metal Worker	24 hrs.	@ 1.993 hr.	47.83		
" " "	88 hrs.	@ 1.933 hr.	170.10		
Helpers	16 hrs.	@ 1.657 "	26.51		

Lay 12" concrete tile

Foreman	1 day	@ 359.03 mo. (20 day)	17.95		
Sheet Metal Worker	8 hrs.	@ 1.993 hr.	15.94		OK
" " "	32 hrs.	@ 1.933 hr.	61.86	838.70	14-1020-285

.O. 6676-OW State of Oregon Sheet #4

Rental of Equipment
November 1951
Used by WS Gang 726 OK
1 ea. 1½ ton International Truck #7
46 miles @ .05 mile 2.30 14-1020-285

Used by Signal Gang 784
9 ea. Rdwy. Brdg. Cars
30 days each @ 1.016 day 274.32
4 ea. revenue cars
30 days each @ 1.016 day 121.92
3 ea. Motor cars
30 days each @ 0.74 day 66.60 462.84

Propn. chargeable - 1136/2038 or 55.7409% 257.99 33-1022-285

TE 1005 - Work Train Service
Cost for use of Loco 2280
2 hr. 50 min. @ 6 mi. per hr. 17 mi.
17 mi. @ 1.034 per mi. for operation 17.58
17 mi. @ 0.12 per mi. for depr'n. 2.04 19.62 33-1022-285

December 1951
Used by WS Gang 726
1 ea. 1½ ton International Truck #7 14-1020-285
345 miles @ .05 mile 17.25 297.16
OK

Labor for Accounting

Work Order Clerk July 1952	8 hrs. @ 1.866 hr.	14.93	
" " " Aug. "	8 hrs. @ 1.955 "	15.64	
Compt. Operator " "	1 hr. @ 1.70 "	1.70	
Bill Examiner Sept. "	2½ hrs. @ 2.0146 "	5.04	
Typist " "	1 hr. @ 1.729 "	1.73	39.04
		1.17	
Vacation Allowance 3% of 39.04		2.41	1.17
RR Ret. & UI Tax - Pd. 1952 6% of 40.21		1.61	2.41
Insurance 4% of 40.21			1.61
		44.23	
Total for Partial Billing			4709.04

33-1022-284 0.35
285 24.82
14-1014-284 1.61
14-1020-285 17.45 — ok
44.23

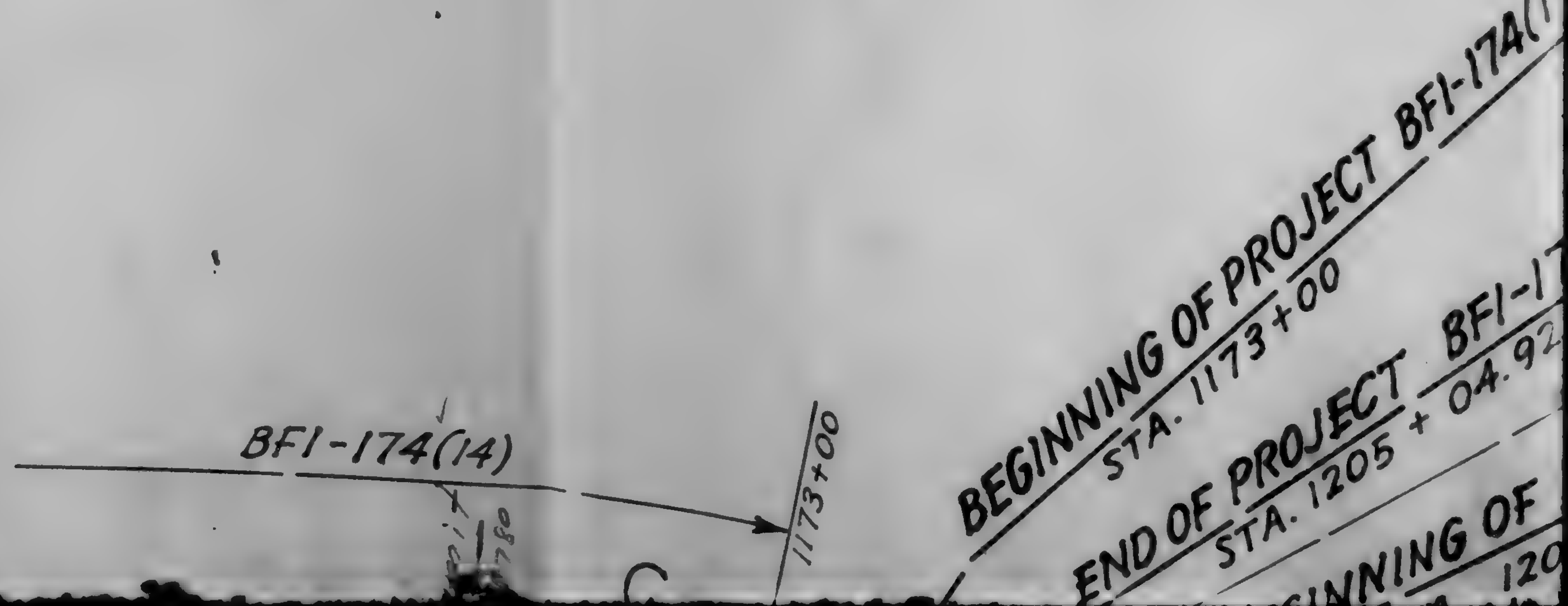
Second st. R.R. Oxing 3631-14-1020 BFI-174(16) $1,857.52 ← ok

ST

INDEX OF SHEETS	
SHEET NO.	**DESCRIPTION**
1	Title Sheet
2	Summary
2-A	Typical Sections
3	2nd St. Connection at Hood River
4	Hood River Connection at Interstate Bridge
5	Mosier Connection
6	Details of Curb Recesses

Drg. No.'s

2077 2050	Misc. Structures


BF1-174(14)
1173+00
BEGINNING OF PROJECT BF1-174(1
STA. 1173+00
END OF PROJECT BF1-1
STA. 1205 + 04.92
INNING OF
120

STATE OF OREGON
STATE HIGHWAY DEPART

PLANS FOR PROPOSED PROJEC

HOOD RIVER - MOSIER SECTIO

COLUMBIA RIVER HIGHWAY

HOOD RIVER & WASCO COUNTIES

MAY, 1952

1173+00

BEGINNING OF PROJECT BFI-174(17)
STA. 1173+00

END OF PROJECT BFI-174(17)
STA. 1205 + 04.92

Hood River Bridge
Proj. No. FI-174(15)

NING OF PROJECT BFI-35(8)
1208 + 73.07

ade Separation
BFI-35(8)

Project No. BFI-35(6)

Projec

HOG C WAS
FED.ROA Div. No.
8

OREGON

Y DEPARTMENT

OSED PROJECT

OSIER SECTION

ER HIGHWAY

ASCO COUNTIES

952

No. BFI-35(6)

END OF PROJECT
STA. 1574+00

Bridges
Project No

BE

[illegible]

580+00 [illegible] 75780

4V-71-1

HOOD RIVER-MOSIER SECTION COLUMBIA RIVER HIGHWAY WASCO & HOOD RIVER COUNTIES				SHEET No. I
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-35(8)		See Index

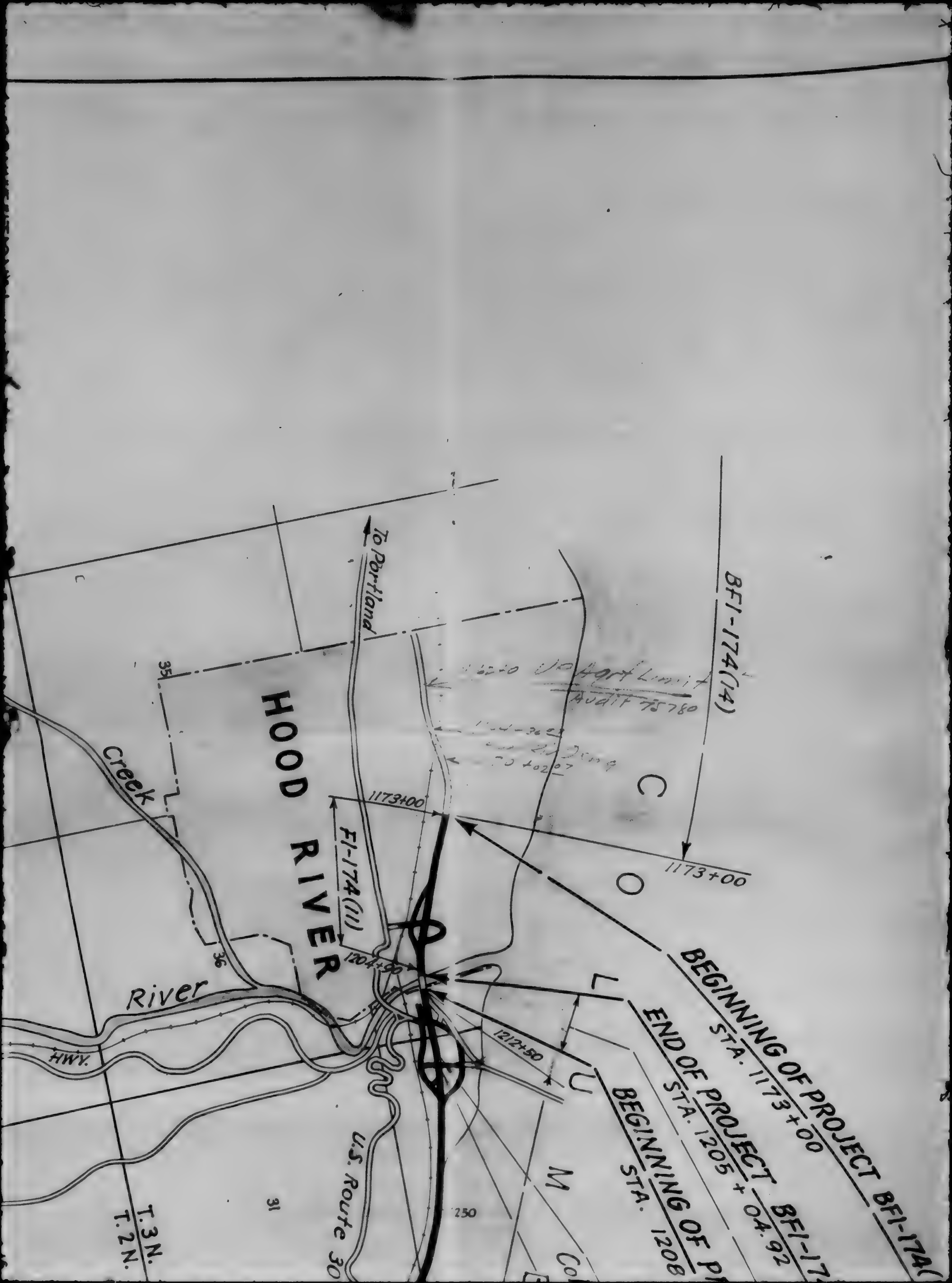
BFI-174(17)

PROJECT
574+0

BE

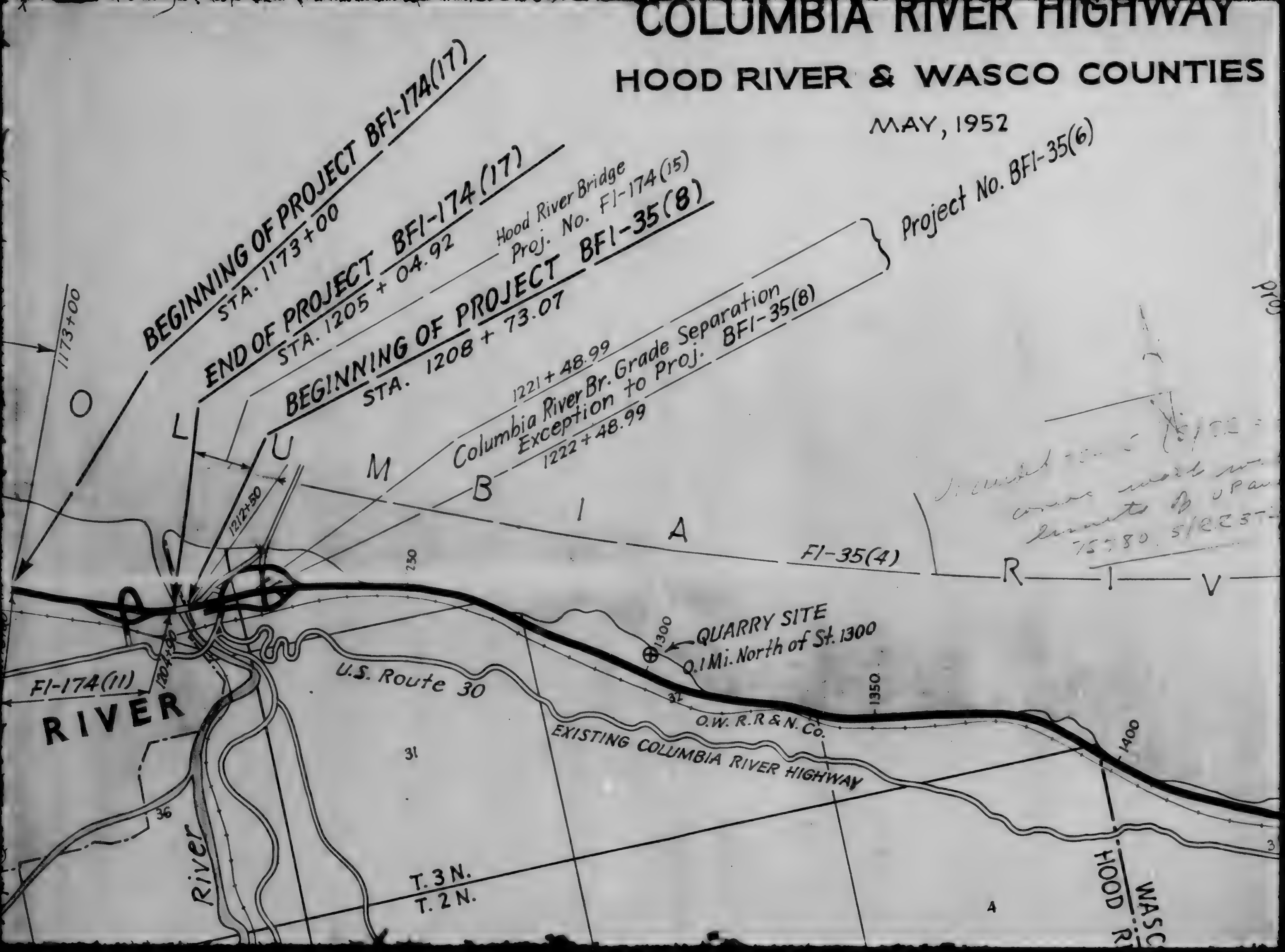
Orig
BFI-10(6)
03

580+00
Proj Limit
Addition 75780


To Portland
HOOD RIVER
Creek
River
HWY.
35
36
31
T.3N.
T.2N.
U.S. Route 30
1173+00
FI-174(11)
1204+90
1212+50
1250
BFI-174(14)
1173+00
C
O
L
U
M
Co
BEGINNING OF PROJECT BFI-174(
STA. 1173+00
END OF PROJECT BFI-17
STA. 1205+04.92
BEGINNING OF P
STA. 1208
Audit 75780
+02.07

COLUMBIA RIVER HIGHWAY
HOOD RIVER & WASCO COUNTIES

MAY, 1952


BEGINNING OF PROJECT BFI-174(17)
STA. 1173+00
END OF PROJECT BFI-174 (17)
STA. 1205 + 04.92
Hood River Bridge
Proj. No. FI-174(15)
BEGINNING OF PROJECT BFI-35(8)
STA. 1208 + 73.07
1221 + 48.99
Columbia River Br. Grade Separation
Exception to Proj. BFI-35(8)
1222 + 48.99
Project No. BFI-35(6)
1173+00
1212+50
1204+90
O
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A
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I
V
FI-35(4)
FI-174(11)
RIVER
River
250
1300
1350
1400
QUARRY SITE
0.1 Mi. North of St. 1300
U.S. Route 30
O.W. R.R & N. Co.
EXISTING COLUMBIA RIVER HIGHWAY
31
32
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T.3 N.
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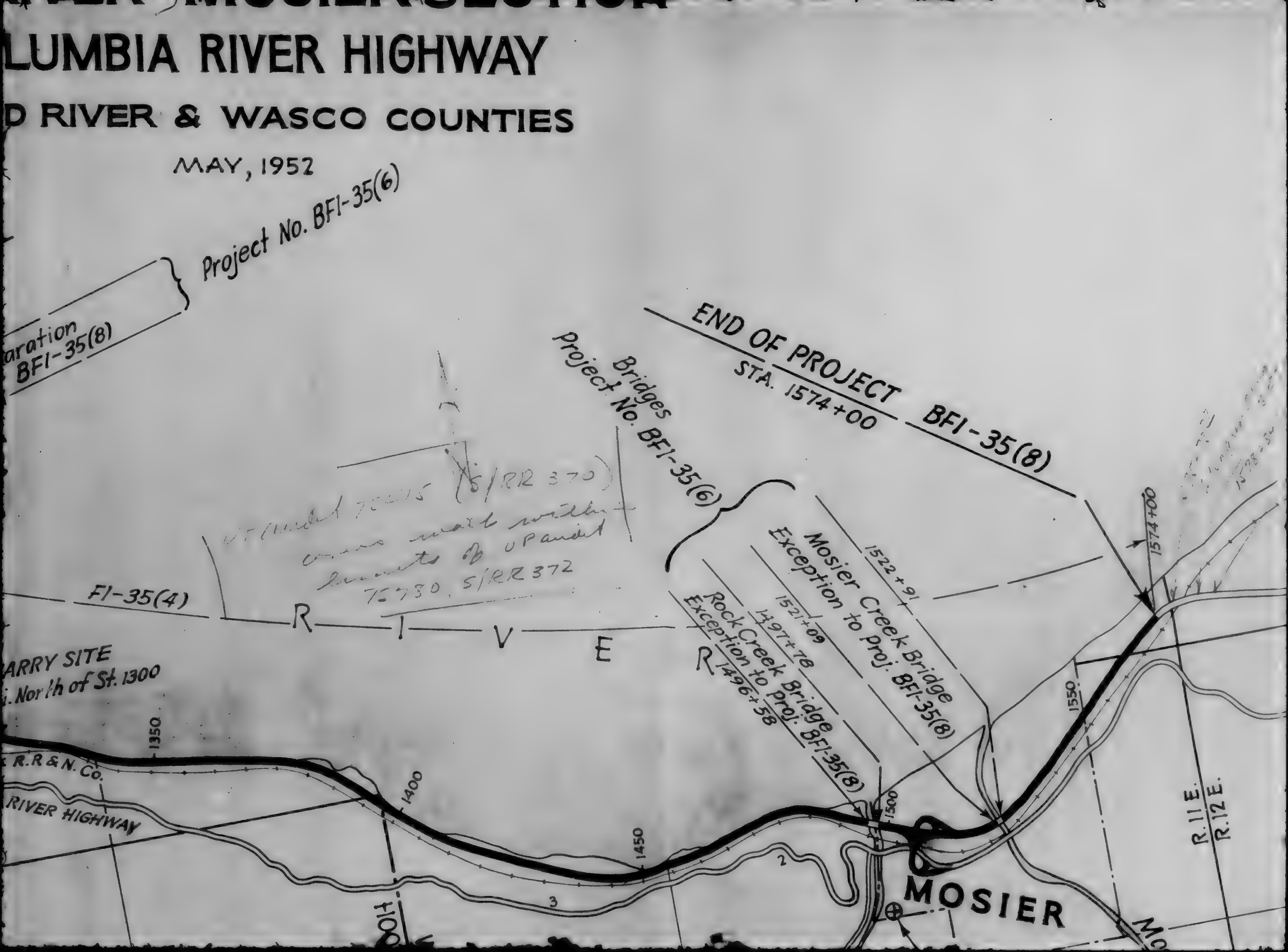
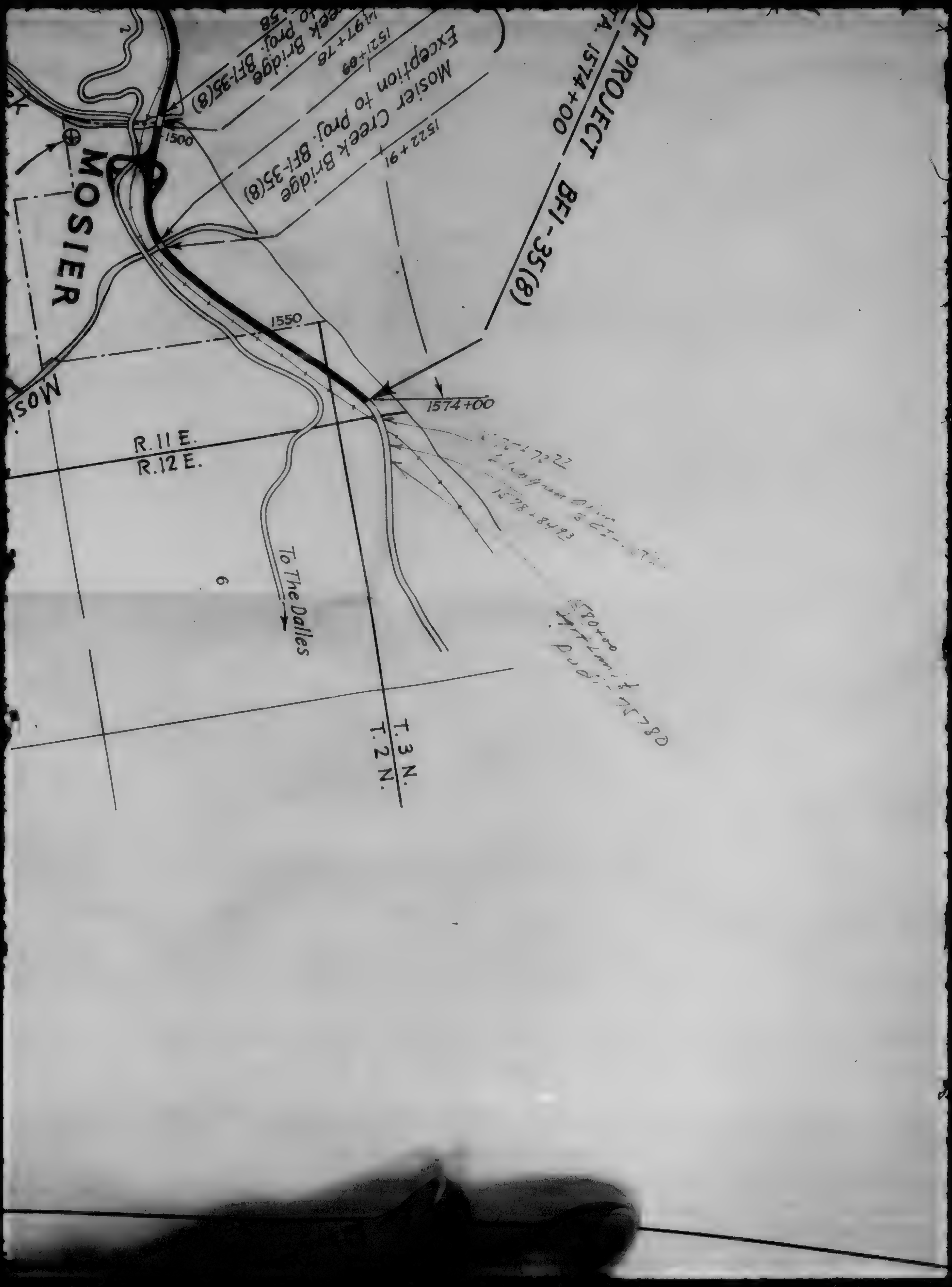
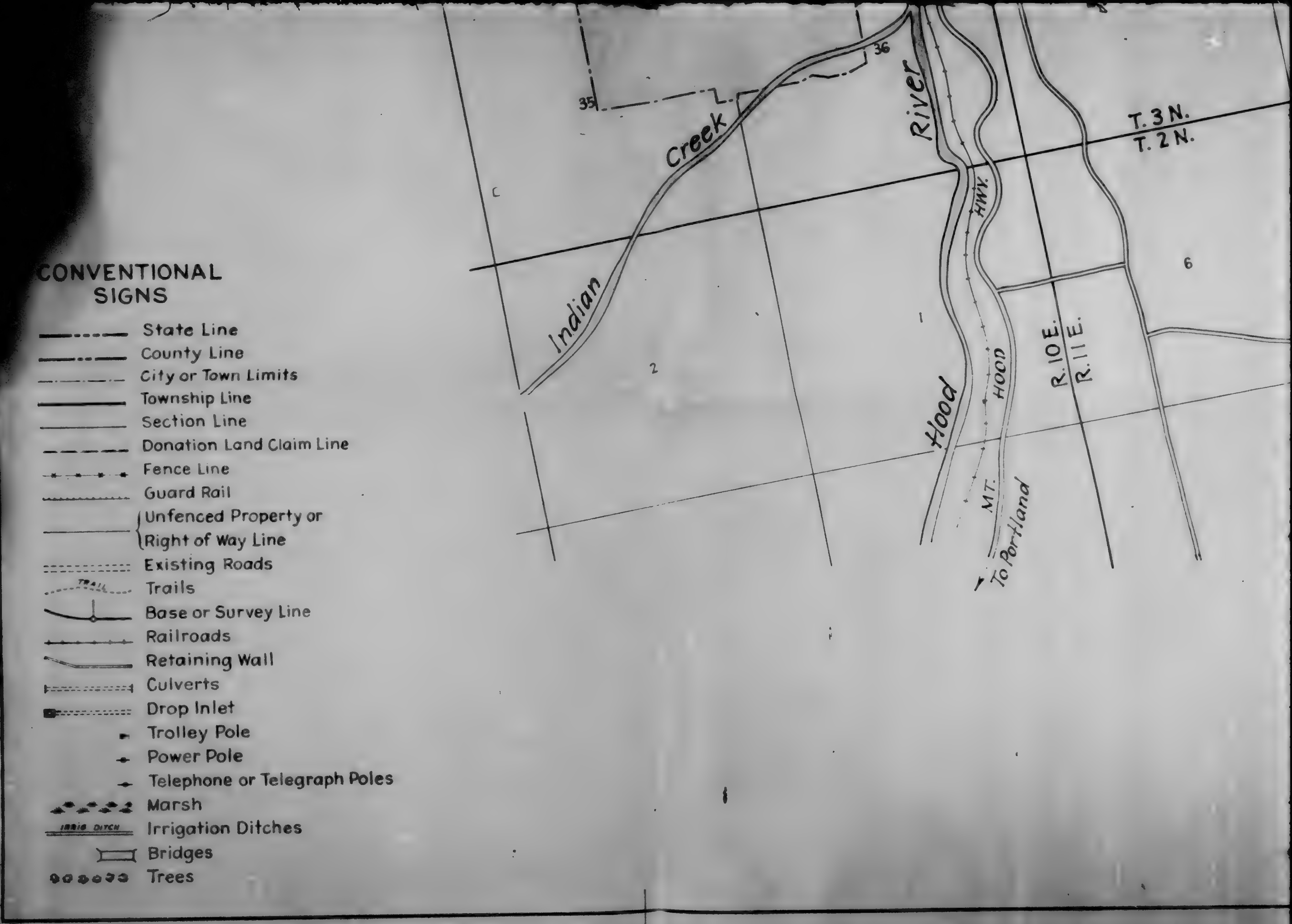
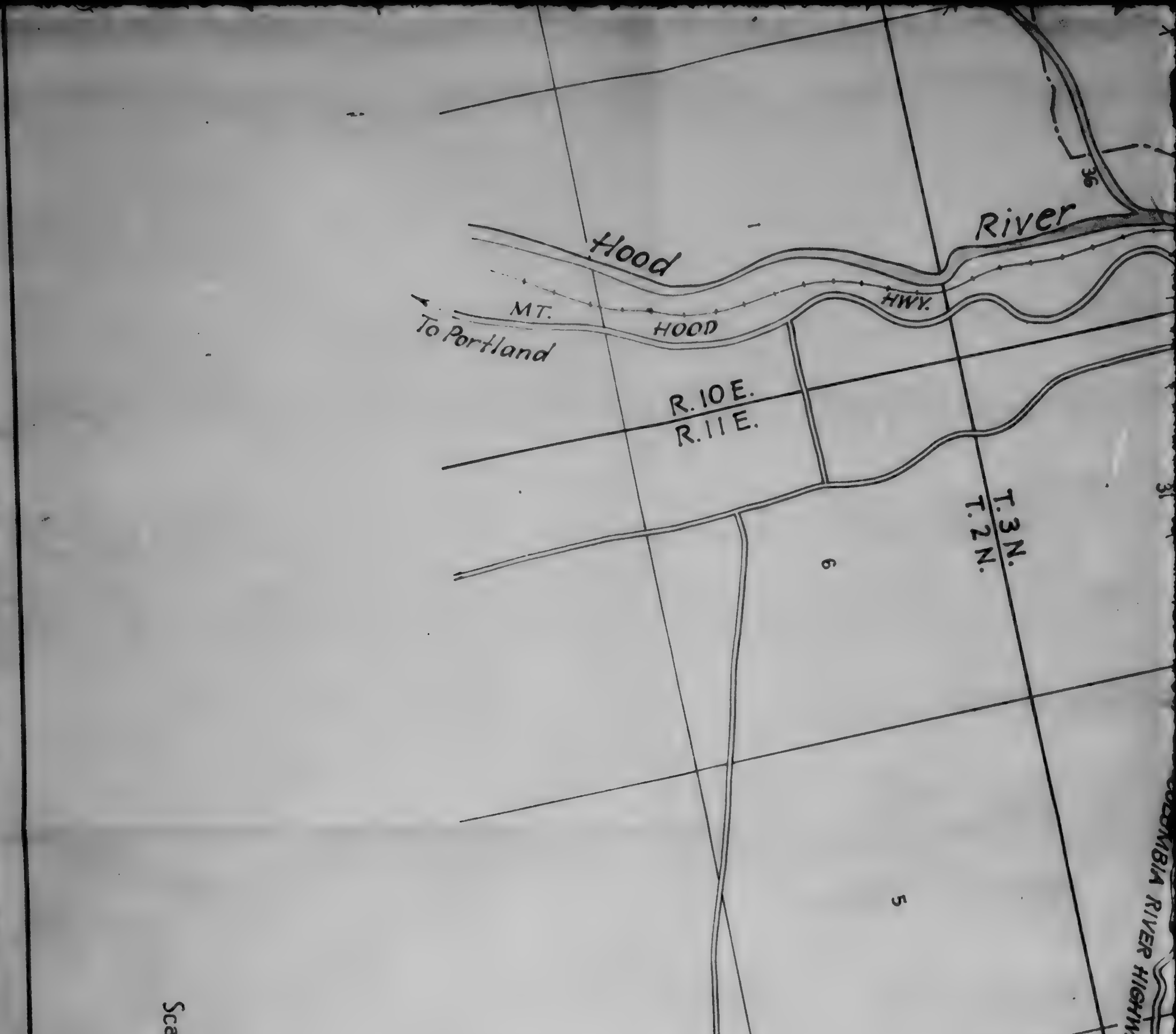
HOOD R
WASC

[illegible]
75+80. 5/22 57




OF PROJECT
TA. 1574+00
BFI-35(8)
Creek Bridge
to Proj. BFI-35(8)
+58
1497+78
1521+09
Exception
Mosier Creek Bridge
Exception to Proj. BFI-35(8)
1522+91
Mosier Creek Bridge
to Proj. BFI-35(8)
2
1500
MOSIER
1550
1574+00
Mos
R.11 E.
R.12 E.
1577+22
1578+84.93
6
To The Dalles
1590+00
T.3 N.
T.2 N.


CONVENTIONAL SIGNS
State Line
County Line
City or Town Limits
Township Line
Section Line
Donation Land Claim Line
Fence Line
Guard Rail
Unfenced Property or Right of Way Line
Existing Roads
Trails
TRAIL
Base or Survey Line
Railroads
Retaining Wall
Culverts
Drop Inlet
Trolley Pole
Power Pole
Telephone or Telegraph Poles
Marsh
Irrigation Ditches
IRRIG DITCH
Bridges
Trees
Indian Creek
Hood River
MT. HOOD HWY.
To Portland
R. 10 E.
R. 11 E.
T. 3 N.
T. 2 N.
35
36
2
1
6


Sketch Map
Scale
0
2000
4000
Feet
Hood
River
MT.
HOOD
HWY.
To Portland
36
R.10E.
R.11E.
T.3N.
T.2N.
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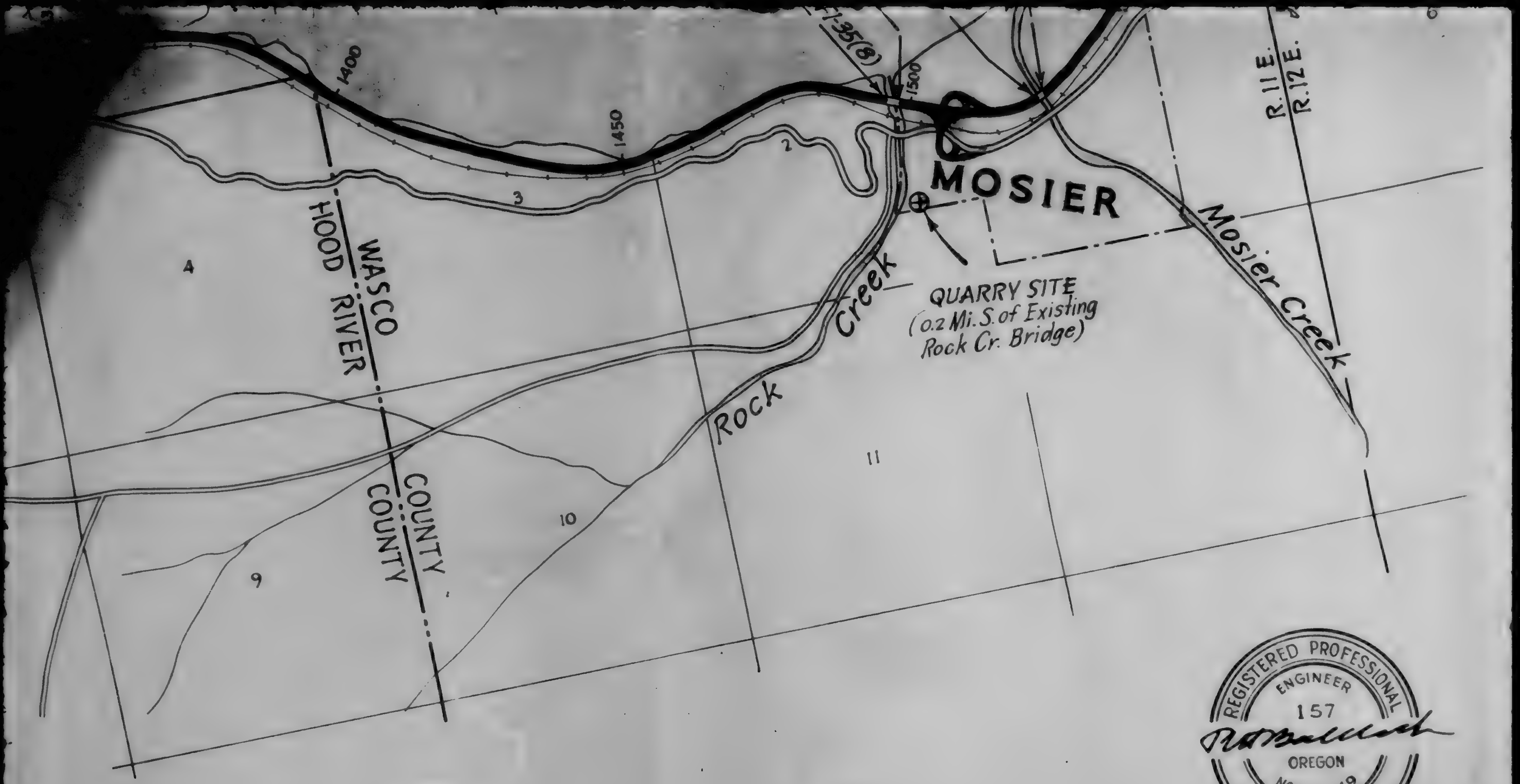
9
3
COLUMBIA RIVER HIGHWAY
HOOD
RIVER
COUNTY
WASCO
COUNTY


F-1-35(8)
1400
1450
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MOSIER
2
3
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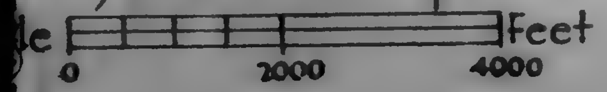
9
10
11
WASCO COUNTY
HOOD RIVER COUNTY
QUARRY SITE (0.2 Mi. S. of Existing Rock Cr. Bridge)
Rock Creek
Mosier Creek
R. 11 E.
R. 12 E.

Registered Professional Engineer 157, Oregon, Nov. 8, 1919, R. H. Baldock

STATE HIGHWAY COMMISSION
BEN R. CHANDLER Chairman
CHAS. H. REYNOLDS Commissioner
M. K. McIVER Commissioner

Sketch Map


Feet
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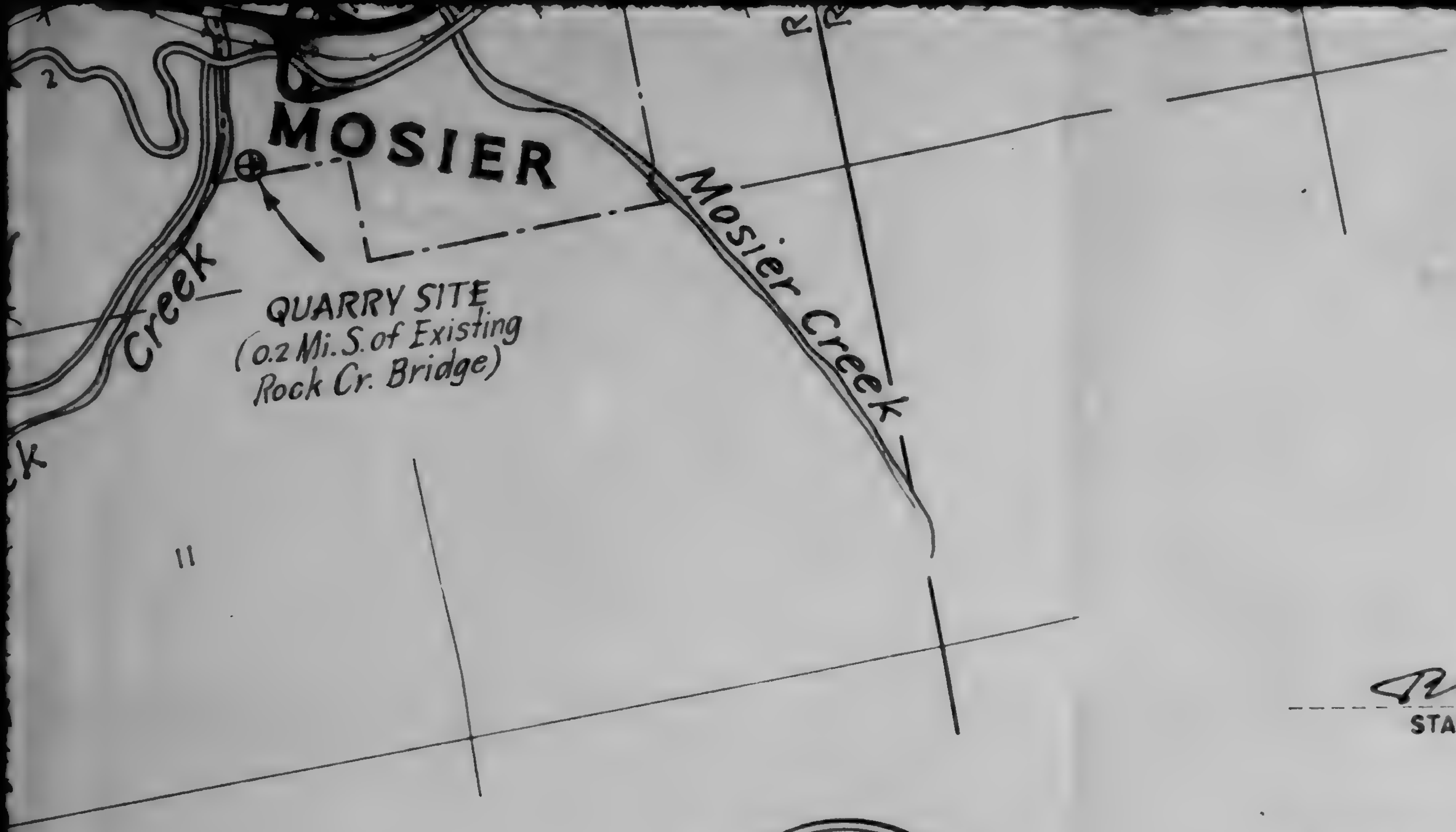
2000
4000


MOSIER
Mosier Creek
Creek
QUARRY SITE
(0.2 Mi. S. of Existing
Rock Cr. Bridge)
11
2

R H Baldock

STATE HIGHWAY ENGINEER

REGISTERED PROFESSIONAL ENGINEER
157
OREGON
NOV. 8, 1919
R. H. BALDOCK

R H Baldock

RECOMMENDED FOR APPROVAL DATE ________

DISTRICT ENGINEER BUREAU OF PUBLIC ROADS DEPARTMENT OF COMMERCE

APPROVED DATE ________

DIVISION ENGINEER BUREAU OF PUBLIC ROADS DEPARTMENT OF COMMERCE

STATE HIGHWAY COMMISSION

BEN R. CHANDLER	Chairman
CHAS. H. REYNOLDS	Commissioner
M. K. McIVER	Commissioner

State

37607

RAILROAD COMPANIES
FILE No. 372

AGREEMENT:

Between

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

UNION PACIFIC RAILROAD COMPANY

and

STATE OF OREGON

Dated [illegible] 1962

THIS AGREEMENT made and entered into this 1st day of June 1951, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its Lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, acting by and through its State Highway Commission (hereinafter called "State"), party of the second part,

WITNESSETH:

RECITALS:

The State is relocating the Columbia River Highway (U.S. Route 30) in Hood River and Wasco counties, Oregon, between Hood River and a point east of Mosier. Said highway, as so relocated, will in some places closely parallel the main-line track of the Railroads between said points, and at some places said highway and slopes thereof will encroach longitudinally upon the Railroads' right of way. Said highway and access roads connecting therewith also will cross the Railroads' right of way and tracks above the grade thereof, at four locations. The State has requested easements from the Railroads for encroachment on the Railroads' property, and this agreement is made pursuant to § 100-1504, OCLA, for the purpose of granting said easements and for the purpose of providing for the protection of the Railroads and the public, and related matters.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. EASEMENTS GRANTED.(a) So far as they lawfully may do so, the Railroads hereby grant to the State, subject to each and all of the terms, provisions, conditions, covenants, reservations and exceptions contained in this agreement, easements to construct and thereafter maintain, repair, renew and use upon the Railroads' property in the counties of Hood River and Wasco, State of Oregon:

First. The said relocated Columbia River Highway (hereinafter called "highway") as a State public highway upon those portions of the Railroads' said property in said counties, represented by blue color on map entitled "Oregon State Highway Department Map showing encroachments on OWR&N Company Property, Hood River-Mosier Section, Columbia River Highway - Drawing No. [illegible]", hereby referred to and made a part of this agreement, which map is identified by the signatures of the State Highway Engineer or Assistant State Highway Engineer and of the Chief Engineer or District Engineer of the Railroads;

the areas so indicated being eight (8) in number, represented on said map as encroachments numbered consecutively 1 to 8 inclusive, in the order of their occurrence from a point in the City of Rock River easterly. Legal descriptions of the property referred to in this paragraph First shall be prepared, numbered correspondingly to the several parcels to which they relate, and identified by the signatures of said engineers and, when so prepared, numbered and identified, shall be by supplemental agreement incorporated in and become part of this agreement as fully and to the same extent as if set forth in this paragraph First; and

Second. Slopes of said highway upon those portions of the Railroads' property in said counties indicated by green color on the aforesaid map.

(b) In consideration for the rights hereby granted, the State will pay Union Pacific Railroad Company the sum of One Hundred Dollars ($100.00) per acre, multiplied by the number of acres in the areas referred to in paragraph (a) First of this section, which areas are represented by blue color on the aforesaid map, and in further consideration thereof the State will do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement. Payment of the aforesaid monetary consideration shall be made by the State within three (3) months after determination of the aforesaid areas.

(c) The above-described premises shall be used by the State solely for the purposes aforesaid and not otherwise, and if at any time the property of the Railroads hereinbefore in this section identified, or any part thereof, shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the easements hereby granted as to such property or parts thereof shall cease and terminate.

(d) The said highway shall cross the right of way and tracks of the Railroads in the locations indicated as encroachments Nos. 1, 2, 7 and 8, above the grade of said tracks and right of way, by means of overhead viaducts to be constructed and maintained by the State at its own expense, in accordance with detailed plans, designs and specifications to be prepared by the State and submitted to and approved by the Railroads before construction thereof, it being understood and agreed that the State will make such changes in said plans, designs and specifications as may be requested by the Railroads.

(e) The State shall not use or permit the use of the property of the Railroads hereinbefore in this section identified or any part thereof, except for the usual and ordinary purposes of a public highway. Said purposes shall not be deemed or construed to include use of said property by the State or others for railroad, street or interurban railway or other rail transportation purposes, or for the construction or maintenance of gas, oil or gasoline pipe lines; provided that nothing herein shall prevent the Railroads from using or permitting others to use said property for any or all of said purposes. The Railroads do not hereby consent to the construction, maintenance or operation of any electric power transmission line on railroad property.

(f) The Railroads by this instrument neither grant nor intend to grant any greater estate or right than that hereinbefore expressly described, to-wit, an easement for the purposes aforesaid. The easement hereby granted includes only the property hereinbefore in this section identified and no other property of the Railroads whatsoever, and the State shall not encroach upon, occupy or use any other property of the Railroads than that hereinbefore identified.

(g) The rights hereby granted shall be and are subject to all outstanding superior rights, whether public or private, and any extensions and renewals thereof, including, but not limited to, the rights of the United States of America under and by virtue of that certain instrument dated July 27, 1937, and recorded April 7, 1938, in Volume 26 at page 775, deed records of Hood River County, and recorded April 15, 1938, in Volume 89 at page 175, deed records of Wasco County, Oregon. The State, without expense to the Railroads, will make satisfactory adjustments with and obtain releases from any and all tenants, occupants or users of railroad property who will be affected by the construction of the highway or highway structures.

(h) The Railroads hereby reserve the right to use the property hereinbefore identified for any and all purposes not inconsistent with the easements hereby granted, including, but not limited to, the rights to construct, maintain, operate, repair, renew and use:

First: Railroad tracks, roadbeds, embankments, fills, excavations, bridges, tunnels, buildings, structures, communication and signal wires and supporting poles and other railroad facilities, whether of a similar or dissimilar nature, within, upon, along and across any or all of the areas referred to in paragraph (e) Second of this section and represented by areas [illegible] on the map hereinbefore referred to and made part hereof, being the areas upon which the Railroads grant the State easements for highway slopes as aforesaid; and

Second. Any and all of the facilities mentioned in subparagraph (1) First and other facilities, whether of a similar or dissimilar nature, upon and across the highway, beneath the proposed spanning structures within the parcels designated by crosshatching Nos. 3, 6, 7 and 8 on the attached map; and

Third. Communication, signal and power lines above or below the surface of said highway within the parcels designated on said map as crosshatching Nos. 2, 5, 7 and 8; provided that if said wires shall be located above the surface of the highway, they shall be constructed and maintained with sufficient clearance to avoid interference with normal highway traffic;

(4) The State, without expense whatsoever to the Railroads, shall acquire all such property outside of the Railroads' right of way, as may be necessary for the construction and maintenance of the highway and access roads and their appurtenances, and viaducts.

(5) The State shall and will assume, bear and pay all taxes and assessments of whatsoever kind or nature, whether general, local or special, hereafter during the term of this agreement levied or assessed upon or against the property identified in Section 1 of this agreement, excepting taxes levied upon and against said property as a component part of the Railroads' operating property in the State of Oregon as a whole.

(6) The State at its own expense shall and will obtain any and all public authority necessary for the lawful performance of the work contemplated by this agreement, including, but not limited to, authority from the Public Utilities Commissioner of Oregon for the grade separations contemplated hereby, and any and all authority from the United States which may be required.

Section 2. CONSTRUCTION OF HIGHWAY AND RAILROAD LINE CHANGE.

(a) The State at its own expense and without expense whatsoever to the Railroads, shall and will furnish all labor, material and equipment necessary for the construction of and construct:

First. The highway and access roads and all appurtenances thereof, including, but not limited to, all facilities necessary for proper and adequate drainage thereof and drainage of railroad property and facilities affected by the construction of said highway, access roads and viaducts, Second. Any and all of the facilities mentioned in subparagraph (d) First and other facilities, whether of a similar or dissimilar nature, upon and across the highway, outside the presently existing crossings within the parcels designated in paragraphs Nos. 3, 6, 7 and 8 on the aforesaid map; and

Third. Communication, signal and power wires above or below the surface of said highway within the parcels designated on said map as paragraphs Nos. 3, 6, 7 and 8; provided that if said wires shall be located above the surface of the highway, they shall be constructed and maintained with sufficient clearance to avoid interference with normal highway traffic.

(e) The State, without expense whatsoever to the Railroads, shall acquire all such property outside of the Railroads' right of way, as may be necessary for the construction and maintenance of the highway and access roads and their appurtenances, and viaducts.

(f) The State shall and will assume, bear and pay all taxes and assessments of whatsoever kind or nature, whether general, local or special, hereafter during the term of this Agreement levied or assessed upon or against the property identified in Section 1 of this agreement, excepting taxes levied upon and against said property as a component part of the Railroads' operating property in the State of Oregon as a whole.

(g) The State at its own expense shall and will obtain any and all public authority necessary for the lawful performance of the work contemplated by this agreement, including, but not limited to, authority from the Public Utilities Commissioner of Oregon for the grade separations contemplated hereby; and any and all authority from the United States which may be required.

Section 2. CONSTRUCTION OF HIGHWAY AND RAILROAD LINE CHANGE.

(a) The State at its own expense and without expense whatsoever to the Railroads, shall and will furnish all labor, material and equipment necessary for the construction of and construct:

First. The highway and access roads and all appurtenances thereof, including, but not limited to, all facilities necessary for proper and adequate drainage thereof and drainage of railroad property and facilities affected by the construction of said highway, access roads and viaducts.

Second. Viaducts and approaches thereto and appurtenances thereof at encroachments 1, 2, 7 and 8.

Third. Roadbed for railroad line change between Railroad Engineer's Station 1475 plus 00.42 in Government Lot 3, Section 3, Township 2 North, Range 11 East, Willamette Meridian, and Railroad Engineer's Station 1502 plus 61.66 in Government Lot 4, Section 2, Township 2 North, Range 11 East, Willamette Meridian, all in Wasco County, Oregon; including, but not limited to, all grading, excavation, filling and embankment work therefor.

(b) The State shall and will perform all of the aforesaid work with reasonable diligence and complete said work within a reasonable time and in any event within two (2) years from the date of this agreement. The State shall complete the work described in paragraph (a) Third of this section within such time as to afford the Railroads reasonable time and opportunity to remove their tracks and facilities from present location to new location (as herein elsewhere provided) between the points mentioned in said paragraph (a) Third, before completion of the highway between said points.

(c) The highway construction work to be performed by and at the expense of the State shall include besides the highway and slopes thereof, but not by way of limitation: necessary and proper fences and barriers between the highway and tracks of the railroad; necessary and proper facilities for drainage of the highway and disposal of such drainage so that water will not accumulate between the highway and the railroad roadbed or elsewhere where such water might cause damage to the railroad. All construction work to be performed by the State as provided in this section (whether within or outside of railroad property) shall be completed in a safe, stable and permanent condition so as not to jeopardize or interfere with present or future railroad operations. The construction described in paragraph (a) Third of this section shall be performed and completed in a manner satisfactory to the Chief Engineer of the Railroads or his representative.

(d) No public highway crossings at grade shall be established upon or across the tracks or right of way of the Railroads. The State will use its best efforts to obtain elimination, as far as consistent with public interest, of any existing public highway or road crossings at grade within the area covered by this agreement.

Section 3. MAINTENANCE.

(a) The State at its own expense shall and will at all times keep and maintain the highway and access roads, viaducts, approaches and all appurtenances (whether within or outside of railroad property) in good condition and repair so as not to jeopardize or interfere with present or future railroad operations.

(b) The Railroads at their own expense will maintain the roadbed to be constructed by the State for railroad line change as provided in Section 2 (a) third hereof, and the railroad tracks and facilities to be constructed thereon by the Railroads at the expense of the State as herein elsewhere provided; except that the State will reimburse the Railroads for the expense of cleaning slopes and removing slough from slopes along said line change, occurring during the first two (2) winters after operation of revenue trains thereon; also expense of maintaining track on said line change due to settlement of said roadbed during the first year after commencement of operation of revenue trains thereon.

Section 4. WORK TO BE DONE BY RAILROADS.

(a) The Railroads may make any and all changes, alterations or relocations, either temporary or permanent, which in their judgment may be or become necessary because of construction and maintenance by the State of the highway, access roads, viaducts and appurtenances; and the State will reimburse the Railroads for the expense of so doing. Such reimbursement shall include, but shall not be limited to, all items of expense reimbursable under United States Public Roads Administration General Administrative Memorandum No. [illegible], and amendments and supplements thereto, and bills for such reimbursement shall be paid in the manner and at the times provided therein.

(b) The work to be done by the Railroads during the highway construction period shall include, but shall not be limited to the following:

(1) Furnish such engineering, inspection, watchmen and flagmen service as may in the judgment of the Railroads be necessary for protection of their property and operations during progress of any and all of the work of the State and/or of the Railroads covered by this Agreement.

(2) Furnish labor, material and equipment necessary for and construct approximately [illegible] feet of new track, and relocate approximately [illegible] feet of existing track, including ballast and all appurtenances thereto, and

necessary poles and wires for signal and communication lines, and fences (including electrified rock fences) required, for points mentioned in Section 4 (a) Third hereof; all with material and equipment satisfactory to the Railroads.

(d) Upon completion of said line change and its availability for operation, furnish necessary labor, material and equipment for and take up and remove that portion of the Railroads' present tracks and facilities replaced thereby, and credit the State with reasonable salvage value of materials recovered therefrom less reasonable expense of recovery of said materials.

(e) Furnish necessary labor, material and equipment for and install such guard rails as the Railroads deem necessary on the Railroads' tracks at each of the viaducts contemplated by this agreement.

(f) Furnish necessary labor, material and equipment for and relocate the Railroads' water tank and appurtenant facilities at Hood River, to the extent necessary in the Railroads' judgment to accommodate highway viaduct at Undercrossing No. 1.

(g) In the event any inspector or inspectors are assigned to the project by the Railroads, all suggestions and recommendations made by such inspector or inspectors for the safety and protection of railroad property and operations shall be given due consideration by the State; but the presence of such inspector or inspectors shall not relieve the State from responsibility for the safe conduct of said work and adequate policing and supervision thereof.

Section 5. PRESENT AND FUTURE RAILROAD FACILITIES.

(a) Said highway, access roads, viaducts and appurtenances shall be so constructed and maintained as not to prevent or interfere with future development of the Railroads' facilities as shown on the map referred to in Section 1 hereof; and in making any future alterations or improvements of said highway, access roads, viaducts or appurtenances, the State shall and will take cognizance of plans for future development of the Railroads' facilities and of the necessities of the Railroads therefor, and make such alterations and improvements accordingly, without expense to the Railroads, their successors, assigns or lessees.

(b) The State hereby grants the Railroads, their successors, assigns and lessees, a perpetual easement to use and occupy for any and all railroad purposes or purposes incidental pertinent poles and wires for signal and communication lines, and fences (including electrified rock fences) between the points mentioned in Section 2 (a) third hereof, all with material and equipment satisfactory to the Railroads.

(3) Upon completion of said line change and its availability for operation, furnish necessary labor, material and equipment for and take up and remove that portion of the Railroads' present tracks and facilities replaced thereby, and credit the State with reasonable salvage value of materials recovered therefrom less reasonable expense of recovery of said materials.

(4) Furnish necessary labor, material and equipment for and install such guard rails as the Railroads deem necessary on the Railroads' tracks at each of the viaducts contemplated by this agreement.

(5) Furnish necessary labor, material and equipment for and relocate the Railroads' water tank and appurtenant facilities at Hood River, to the extent necessary in the Railroads' judgment to accommodate highway viaduct at Undercrossing No. 2.

(6) In the event any inspector or inspectors are assigned to the project by the Railroads, all suggestions and recommendations made by such inspector or inspectors for the safety and protection of railroad property and operations shall be given due consideration by the State; but the presence of such inspector or inspectors shall not relieve the State from responsibility for the safe conduct of said work and adequate policing and supervision thereof.

Section 5. PRESENT AND FUTURE RAILROAD FACILITIES.

(a) Said highway, access roads, viaducts and appurtenances shall be so constructed and maintained as not to prevent or interfere with future development of the Railroads' facilities as shown on the map referred to in Section 1 hereof; and in making any future alterations or improvements of said highway, access roads, viaducts or appurtenances, the State shall and will take cognizance of plans for future development of the Railroads' facilities and of the necessities of the Railroads therefor, and make such alterations and improvements accordingly, without expense to the Railroads, their successors, assigns or lessees.

(b) The State hereby grants the Railroads, their successors, assigns and lessees, a perpetual easement to use and occupy for any and all railroad purposes or purposes incidental thereto, any and all public lands of the State of Oregon, if any (including any and all shore lands of the Columbia River, if any) located between the west line of Section 25, Township 3 North, Range 10 East, Willamette Meridian, in Hood River County, Oregon, and the north and south center line of Section 11, Township 3 North, Range 12 East, Willamette Meridian, in Wasco County, Oregon, that lie within the boundaries of the right of way and other property of the Railroads; subject, however, to the easements granted by the Railroads to the State in Section 1 of this agreement, with reservations to the Railroads as hereinbefore provided. The right of way and other property of the Railroads referred to in this paragraph include such property and right of way as shown by current right-of-way and other property maps of the Railroads, and as indicated in part by red outline on the map referred to in Section 1 of this agreement and made a part hereof. Nothing herein contained shall be construed as an admission by the Railroads or either of them that the State of Oregon or the State Highway Commission of Oregon has any right, title, estate or interest in or to any of the property or right of way of the Railroads indicated as aforesaid, or any part thereof, nor that said right of way or other property, or any part thereof, constitutes public lands or shore lands. This paragraph is intended and shall operate as a present grant of the easement herein referred to, but nevertheless the State shall, as and when requested by the Railroads so to do, make, execute, acknowledge and deliver to the Railroads such other and further instruments in writing as the Railroads may require for the better description and identification of the properties upon which the easements referred to in this paragraph are granted.

(c) In order to accommodate the Railroads' general plan for future development, approximately indicated on map referred to in Section 1 hereof as "Proposed Railroad Revision", and construction of future tracks variously indicated on said map, and/or maintenance, improvement or enlargement of present railroad facilities, the State hereby covenants and agrees, subject to the terms, provisions and conditions in this paragraph contained, to grant to the Railroads, their successors, assigns and lessees, promptly upon request therefor, perpetual easements to use and occupy for any and all railroad purposes, (including rights not inferior to those reserved by the Railroads in Section 1 of this agreement but not excluding other rights not enumerated therein), any and all land now owned or hereafter acquired by the State Highway Commission of Oregon north of the Railroads' present right of way between the points mentioned in paragraph (b) of this section and between a line 35 feet south of the center line of said highway and the boundary of the Railroads' right of way and property as now located and established, together with easement for the Railroads, their successors and assigns and lessees, to construct and maintain slopes, fills and embankments within thirty-five (35) feet of the center line of said highway. This agreement and undertaking on the part of the State shall be and is subject to the following terms, provisions and conditions:

First. Said easements shall be granted by written instruments in form and substance satisfactory to the Railroads, duly executed, acknowledged and delivered by the State and shall be such as to vest in the Railroads, their successors, assigns and lessees, in respect to the lands described therein, the right to use same for the purposes hereinbefore in this paragraph stated.

Second. Said easements shall be executed in consideration of the benefits inuring to the State under this agreement and without cost, expense or charge to the Railroads, their successors, assigns or lessees, excepting that if the Railroads elect to acquire from the State under this paragraph easements on any property of the State outside of areas actually occupied by said highway or slopes or embankments thereof, then the Railroads as to such property outside of highway, slope and/or embankment areas, will upon conveyance of such easements pay to the State Highway Commission the actual cost to the latter without interest, of acquiring such property outside of said highway, slope and/or embankment areas; but the obligation to make such payments shall not apply to or include any lands now owned or hereafter acquired by the State Highway Commission of Oregon from the State of Oregon.

Section 6. SAFETY MEASURES. All work of the State contemplated by this agreement (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of operations of the Railroads or any other party or parties lawfully occupying railroad property, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations and communications are of the utmost importance, and in order that same may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of the State (whether within or outside of railroad property) that:

(a) Neither the State nor its contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay the maintenance or operation of the Railroads' tracks or facilities or any communication lines or appurtenances or any thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it or its contractors and subcontractors; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay the operation of the Railroads or other parties lawfully occupying railroad property, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such other parties may be responsible, or to property of the Railroads or such other parties.

(c) If at any time the Railroads and the Chief Engineer of the Oregon State Highway Commission, or the Railroads' representative and said Chief Engineer's representative, shall be of the opinion that any work contemplated by this Agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) The State shall not suffer or permit debris incidental to the construction or maintenance of the highway to foul the drainage ditches, ballast or roadbed of the Railroads, and if such debris is cast thereon, the State shall immediately remove same at its own expense.

(e) The State, its contractors or subcontractors, shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the State or its contractors or subcontractors use any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State, its contractors or subcontractors, shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operations; and with respect to any blasting in the vicinity of the railroad tracks the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad and communication facilities against danger of damage, destruction or interference.

(f) The State shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroads to be obstructed.

(g) If the State, its contractors or subcontractors, shall find it necessary to excavate from existing slopes adjacent to the tracks of the Railroads or to create new slopes for the performance of any work contemplated hereby, the State, its contractors or subcontractors, shall so excavate from existing slopes and construct new slopes that any slides of same shall not be [illegible] nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroads.

(h) The State, its contractors or subcontractors, shall not cast any earth, rock, debris or other material or thing from said highway upon the property of the Railroads. The right of the Railroads to protect their tracks, property and facilities against slides of earth, rock or other material from the highway or resulting from the presence of the highway in the location aforesaid, and to remove such earth, rock or other material at the expense of the State, is hereby recognized. In such event the State, at its own expense, will take all action necessary to protect and preserve its highway from further slides and shall not hold the Railroads responsible therefor.

(i) The State, at its own expense, shall provide suitable facilities for draining said highway, access roads and viaducts, and shall not suffer or permit drainage water from the same to flow or collect upon property of the Railroads. The State, at its own expense, shall and will provide adequate passageway for the waters of any stream upon or across the property of the Railroads, so that said waters may not be impeded or obstructed or caused to back up and overflow the property of the Railroads or any part thereof.

(j) Before commencing work of construction or maintenance on the highway or appurtenances thereof, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during the progress of the work.

Section 7. INDEMNITY.

(a) So far as it lawfully may do so, the State shall protect, indemnify and save and hold harmless the Railroads and any other corporation, person or firm lawfully occupying their property, and each of them, from and against any and all loss, cost, damage, expense and liability by reason of injury to or death of persons whomsoever (including officers, agents, servants, employees and passengers of the Railroads and of such other occupants or any of them) or damage to or destruction of property whatsoever (including property of or in the custody of the Railroads and such other occupants or any of them), directly or indirectly caused by or in any manner resulting from any act or omission by the State or of its contractors, subcontractors, agents, servants or employees in the performance of any work contemplated by this Agreement.

(b) If the State or its contractors, subcontractors, agents, servants or employees, shall in the performance of any work contemplated by this Agreement, injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying property of the Railroads, the State shall restore or replace such damage at its own cost and expense.

Section 6. INSURANCE.

(a) In the event the State performs all or any part of the work to be performed by it under this agreement through a contractor or contractors, the State shall require such contractor or contractors, before beginning work, to furnish for and in behalf of and in favor of the Railroads and any other corporation, person or firm lawfully occupying their property, suitable and satisfactory Public Liability and Property Damage insurance; said Public Liability insurance providing for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of Four Hundred Thousand Dollars ($400,000) for all damages arising out of bodily injuries to or death of more than one person in any one accident; and said Property Damage Insurance shall provide for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit, a total (or aggregate) limit of Four Hundred Thousand Dollars ($400,000) for all damages arising out of injury to or destruction of property during the period of work. The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads and of any other corporation, person or firm lawfully using their property. The term "property" as herein used shall include as well as other property, property of and property in the custody of the Railroads and of any other corporation, person or firm lawfully using their property.

(b) Each such insurance policy shall be issued by a reliable insurance company authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. Said policy or policies shall be delivered to and remain in the possession of the Railroads.

(c) With respect to the work to be performed by the Railroads as herein elsewhere provided, the Railroads shall have the right to obtain, at the expense of the State, insurance protection similar to that provided for in Federal-Aid Program (Manual) Memorandum No. [illegible] dated January 17, [illegible].

Section 9. SCOPE. Except as otherwise provided herein, this agreement is intended to and does cover construction and maintenance of the highway fill heretofore deposited and appurtenances thereof and the [illegible] roads and viaducts contemplated hereby, all between Highway Engineer's Station 1183 in Section 21, Township 1 North, Range 13 East of Willamette Meridian, in Hood River County, Oregon, and Highway Engineer's Station 1300 in Section 31, Township 3 North, Range 12 East, Willamette Meridian, in Wasco County, Oregon, including all fill and operations, whether within or outside of railroad property. Wherever used in this agreement with reference to highway work, the term "maintenance" shall include maintenance, repair, renewal and reconstruction. Nothing herein contained shall affect the obligations of the State under and by virtue of agreement dated April 11, 1952, between the Railroads and the State, relating to certain work within the [illegible] area, reference to which agreement is hereby made; except that the Railroads hereby waive that certain requirement in Section 4 of said agreement, that the State keep and maintain record of the quantity and kind of material deposited on railroad property and furnish the Railroads statement thereof, and it is hereby agreed that no compensation shall be made for such material.

Section 10. DISTURBANCE OF STABILITY. As a material consideration for this agreement, the State agrees that it will not do or cause to be done in the performance of any work contemplated hereby, anything which will in any manner disturb the stability of any area so as to affect adversely the present or relocated tracks or facilities of the Railroads, and that if such stability shall be disturbed through the activity of the State or its contractors or others acting under its authority, the State shall assume full responsibility therefor and all expenses resulting therefrom, and shall indemnify and hold harmless the Railroads and any other corporation, person or firm lawfully occupying their property, from and against any and all loss, cost, damage, expense and liability resulting therefrom.

Section 11. DEFAULT. If the State shall fail, refuse or neglect faithfully to do, keep, observe and perform each and all of the terms, provisions, conditions and covenants of this agreement, the Railroads may, upon giving the State three (3) months' written notice of their intention so to do, terminate the rights hereinbefore granted and may have any other remedy available in the premises. No such termination shall affect any obligations of the State which may have accrued, or liabilities, accrued or otherwise, which may have arisen prior thereto.

Section 12. SUCCESSORS AND ASSIGNS. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein written.

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY, and
UNION PACIFIC RAILROAD COMPANY

By ______________________
President

Attest:

____
Assistant Secretary

STATE OF OREGON, acting by and
through its State Highway
Commission

By ______________________
Chairman

____
Commissioner

____
Commissioner

As the State Highway Commission
of Oregon

[illegible]

[illegible]

RECOMMENDED FOR APPROVAL:

____
STATE HIGHWAY ENGINEER

Attest:

____
Secretary

RAILROAD COMPANIES
FILE No. 372

Property Dept.
Deed No. 11659

28th THIS SUPPLEMENTAL AGREEMENT made and entered into this day of January, 1952, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and the UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, acting by and through its State Highway Commission (hereinafter called "State"), party of the second part,

W I T N E S S E T H:

RECITALS:

The parties hereto made a written agreement dated June 1, 1951, wherein, among other things, the Railroads in Section 1(a) First granted the State easements to construct and thereafter maintain, repair, renew and use the relocated Columbia River Highway upon property of the Railroads in locations numbered 1 to 8 inclusive, in the order of their occurrence from a point in the City of Hood River in Hood River County to a point easterly of Mosier in Wasco County, Oregon. It was provided in said contract that legal descriptions of the several encroachments would be prepared, numbered correspondingly to the several parcels to which they relate, and identified by the signatures of the engineers of the parties, and when so prepared, numbered and identified, would be incorporated in and become part of said contract, by supplemental agreement.

Said descriptions now have been prepared and identified as provided in said agreement and are annexed to this supplemental agreement, which is made and entered into for the purpose of making said descriptions a part of said contract dated June 1, 1951, as therein provided.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. Annexed hereto and by this reference made a part hereof are descriptions of encroachments numbered 1 to 8 both inclusive, being the same and identical encroachments as those referred to and authorized in and by paragraph (a) First of Section 1 of the agreement between the parties dated June 1, 1951, hereinbefore referred to and identified by recital. Said descriptions are identified as of the 28th day of January 1952, by the State Highway Engineer and by the Chief Engineer of the Railroads, and are by this supplemental agreement hereby made a part of and incorporated in said agreement dated June 1, 1951, as fully and to the same extent as if set forth therein; and it is hereby agreed that the easements granted in and by paragraph (a) First of Section 1 of said agreement dated June 1, 1951, include said encroachments Nos. 1 to 8 both inclusive, as described in the descriptions hereto annexed, and them only.

[illegible] Highway Survey Station 15[illegible]

[illegible] a straight line tangent to the [illegible] a distance of 4942.05 feet [illegible]

[illegible] a spiral curve to the right [illegible] to the last described line, hav- [illegible] of curvature of 1° per each 100 [illegible] Highway Survey Station 1570+03.29

[illegible] and westerly along a 3° curve to [illegible] Highway Survey Station [illegible] to a point beyond the limits of said

January 28, 1952

Signed for Purposes of Identification

By
For Oregon State Highway Dept.
Asst. State Highway Engineer

By
For Union Pacific Railroad Company and Oregon-Washington Railroad & Navigation Company.
Chief Engineer

Encroachment No. [illegible]

All that part of the right of way of the Oregon-Washington Railroad & Navigation Company situated in Lot [illegible] of Section [illegible], Township 2 North, Range 11 East of the Willamette Meridian, in Hood River County, Oregon, that lies northerly of a line parallel with and [illegible] feet distant southerly, measured at right angles, from said hereinafter described center line of relocated Columbia River Highway.

Encroachment No. [illegible]

All that part of the right of way of the Oregon-Washington Railroad & Navigation Company situated in Lot 1 of Section 32 and Lots 1, 2, 3 and 4 of Section 33, Township 3 North, Range 11 East of the Willamette Meridian, and the SE 1/4 NE 1/4 of Section 5, Township 2 North, Range 11 East of the Willamette Meridian, in Hood River County, Oregon, that lies northerly of a line parallel with and 35 feet distant southerly, measured at right angles and/or radially, from said hereinafter described center line of relocated Columbia River Highway.

Encroachment No. [illegible]

All that part of the property of the Oregon-Washington Railroad & Navigation Company situated in Lots 1, 2, 3 and 4 of Section 3, and Lots 2, 3 and 4 of Section 2, Township 2 North, Range 11 East of the Willamette Meridian, in Wasco County, Oregon, that lies northerly of a line parallel with and 35 feet distant southerly, measured at right angles, and/or radially, from said hereinafter described center line of relocated Columbia River Highway.

Encroachment No. 7

A strip of land 100 feet in width situated in Lot 6 of Section 2, Township 2 North, Range 11 East of the Willamette Meridian, in Wasco County, Oregon, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company that lies between lines that are parallel with and 50 feet distant, measured at right angles, on each side of the center line of the Mosier Access Road to the Columbia River Highway as now surveyed and located; said center line being a straight line at right angles to the center line of the main track of said Railroad Company at Railroad Survey Station 1564+47.3.

Encroachment No. 8

A strip of land 120 feet in width situated in the Richard Marshall Donation Land Claim No. 37 in Section 32, Township 3 North, Range 12 East and the Richard Marshall Donation Land Claim No. 38 in

Section [illegible]. This supplemental agreement [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] in full force and effect [illegible].

IN WITNESS WHEREOF, the parties have [illegible] this supplemental agreement as of the day and year first above [illegible].

[illegible]
By [illegible]

Attest:
[illegible]

[illegible]
By [illegible]

[illegible]

Attest:
[illegible]

O. W. R. & N. Co.

U. P. R. R. Co. (Lessee)

HOOD RIVER TO MOSIER, OREGON

Description of right of way over which easements are to be granted to State of Oregon for relocation of Columbia River Highway as required in agreement dated June 1, 1951.

Encroachment No. 1

A strip of land 120 feet in width situated in the West half of the Nathaniel Coe Donation Land Claim No. 37 in Sections 25 and 26, Township 3 North, Range 10 East of the Willamette Meridian, in Hood River County, Oregon, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company that lies between lines that are parallel with and 60 feet distant, measured at right angles, on each side of the center line of the tangent portion, and the northeasterly projection thereof, of the relocated Columbia River Highway as now surveyed and located; said center line forming an angle of 29°09'20" from southeast to east with the northeasterly projection of the tangent portion of the center line of the main track of said Railroad Company as now constructed and operated, and intersecting said center line of main track at a point designated as Railroad Survey Station 1224+05.72 = Highway Survey Station 1168+69.90.

Encroachment No. 2

A strip of land 100 feet in width situated in the East half of the Nathaniel Coe Donation Land Claim No. 37 in Section 25, Township 3 North, Range 10 East of the Willamette Meridian, in Hood River County, Oregon, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company that lies between lines that are parallel with and 50 feet distant, measured at right angles, on each side of the center line of the Columbia River Highway [illegible] as now surveyed and located; said center line forming an angle of 66°38' from southeast to south with the center line of the main track of said Railroad Company as now constructed and operated, at a point designated as Railroad Survey Station [illegible].

Encroachment No. 3

All that part of the right of way of the Oregon-Washington Railroad & Navigation Company situated in Lots 1 and 2 of Section [illegible], Township [illegible] North, Range 11 East of the Willamette Meridian, in Hood River County, Oregon, that lies north[illegible] [illegible] feet distant southerly, measured [illegible], from the center line described [illegible] Columbia River Highway as now surveyed [illegible] thence easterly along a spiral curve to the right tangent at its point of beginning to the last described line, having a rate of increase in degree of curvature of 1°00' each 100 feet, a distance of 400 feet to Highway Survey Station 1372+96.98 P.S.C.;

thence easterly along a 4° curve to the right a distance of 571.67 feet to Highway Survey Station 1378+68.65 P.C.S.;

thence southeasterly along a spiral curve to the right having a rate of decrease in degree of curvature of 1°00' each 100 feet, a distance of 400 feet to Highway Survey Station 1382+68.65 P.S.T.;

thence southeasterly along a straight line tangent to the end of the last described spiral curve, a distance of 745.09 feet to Highway Survey Station 1390+13.74 P.T.S.;

thence southeasterly along a spiral curve to the right tangent at its point of beginning to the last described line, having a rate of increase in degree of curvature of 0°15' each 100 feet, a distance of 400 feet to Highway Survey Station 1394+13.74 P.S.C.;

thence southeasterly along a 1° curve to the right a distance of 90.83 feet to Highway Survey Station 1395+04.57 P.C.S.;

thence southeasterly along a spiral curve to the right having a rate of decrease in degree of curvature of 0°15' each 100 feet, a distance of 400 feet to Highway Survey Station 1399+04.57 P.S.T.;

thence southeasterly along a straight line tangent to the end of the last described spiral curve, a distance of 514.44 feet to Highway Survey Station 1404+19.01 P.T.S.;

thence southeasterly along a spiral curve to the left tangent at its point of beginning to the last described line having a rate of increase in degree of curvature of 0°30' each 100 feet, a distance of 500 feet to Highway Survey Station 1409+19.01 P.S.C.;

thence southeasterly along a 2°30' curve to the left a distance of 739.33 feet to Highway Survey Station 1416+58.34 P.C.S.;

thence southeasterly along a spiral curve to the left having a rate of decrease in degree of curvature of 0°30' each 100 feet, a distance of 500 feet to Highway Survey Station 1421+58.34 P.S.T.;

thence [illegible] along a straight line tangent to the end of the last described spiral curve, a distance of 2747.56 feet to [illegible] having a rate of increase in degree of curvature of 0°15' each 100 feet, a distance of 400 feet to Highway Survey Station 1311+05.60 P.S.C.;

thence southeasterly along a 1°00' curve to the left a distance of [illegible] feet to Highway Survey Station 1321+05.60 P.C.S.;

thence southeasterly along a spiral curve to the left having a rate of decrease in degree of curvature of 0°15' each 100 feet, a distance of 400 feet to Highway Survey Station 1325+05.60 P.T.;

thence southeasterly along a straight line tangent to the end of the last described spiral curve a distance of 507.55 feet to Highway Survey Station 1330+13.15 P.S.;

thence southeasterly along a spiral curve to the right tangent at its point of beginning to the last described line, having a rate of increase in degree of curvature of [illegible] each 100 feet, a distance of 300 feet to Highway Survey Station 1333+13.15 P.S.C.;

thence southeasterly along a [illegible] curve to the right a distance of 77.35 feet to Highway Survey Station [illegible] P.C.S.;

thence southeasterly along a spiral curve to the right having a rate of decrease in degree of curvature of [illegible] each 100 feet, a distance of 300 feet to Highway Survey Station [illegible] P.T. = 1339+12.21 P.O.T.;

thence southeasterly along a straight line tangent to the end of the last described spiral curve a distance of 31.76 feet to Highway Survey Station [illegible] P.S.;

thence southeasterly along a spiral curve to the left tangent at its point of beginning to the last described line, having a rate of increase in degree of curvature of [illegible] each 100 feet, a distance of 300 feet to Highway Survey Station [illegible] S.C.S.;

thence southeasterly [illegible] distance of [illegible] feet to Highway Survey Station [illegible]

thence easterly [illegible] a rate of decrease in [illegible] a distance of [illegible] feet to [illegible]

thence easterly [illegible] of the last described spiral [illegible] Highway Survey Station [illegible]

[illegible] Range 11 East of the Willamette Meridian, [illegible] County, Oregon, EXCEPT all that part of the right of way of the [illegible] Railroad & Navigation Company that [illegible] and parallel with and 60 feet distant, [illegible] line of said hereinafter described center line of [illegible] Columbia River Highway.

Said center line of relocated Columbia River Highway, [illegible], being described as follows:

Beginning at a point on the west line of Lot 2 of Section 30, [illegible] North, Range 11 East of the Willamette Meridian, in [illegible] County, Oregon, that is 274.99 feet distant north from the center line of the main track of said Railroad Company as now constructed and operated, measured along said west line of Lot 2, said point of beginning being designated as Highway Survey Station [illegible] P.C.C.;

thence southeasterly along a 1°00' curve to the right a distance of [illegible] feet to Highway Survey Station 1251+99.78 P.C.S., a tangent to said curve at said point of beginning forming an angle of [illegible] from south to east with the west line of said Lot 2 of Section 30;

thence southeasterly along a spiral curve to the right having a rate of decrease in degree of curvature of 0°15' each 100 feet, a distance of 400 feet to Highway Survey Station 1255+99.78 P.T. = 1256+01.48 P.O.T.;

thence southeasterly along a straight line tangent to the end of the last described spiral curve a distance of 623.52 feet to Highway Survey Station 1262+25.00 P.S.;

thence southeasterly along a spiral curve to the right, tangent at its point of beginning to the last described line, having a rate of increase in degree of curvature of 0°15' each 100 feet, a distance of 400 feet to Highway Survey Station 1266+25.00 P.S.C.;

thence southeasterly along a 1°00' curve to the right a distance of 250 feet to Highway Survey Station 1268+75.00 P.C.S.;

thence southeasterly along a spiral curve to the right having a rate of decrease in degree of curvature of 0°15' each 100 feet, a distance of 400 feet to Highway Survey Station 1272+75.00 P.T.;

thence southeasterly along a straight line tangent to the end of the last described spiral curve a distance of 3490.6 feet to Highway Survey Station 1307+65.60 P.S.;

thence southeasterly along a spiral curve to the left tangent at its point of beginning to the last described line, thence [illegible] tangent [illegible] feet, a distance of [illegible] feet to Highway Survey Station [illegible] P.[illegible];

thence [illegible] along a [illegible] curve [illegible] of [illegible] feet to a point [illegible] Township [illegible] South, Range [illegible] County, Oregon, [illegible] corner of Lot 4;

thence continuing [illegible] along said [illegible] curve produced a distance of [illegible] feet to Highway Survey Station [illegible] P.C.S.; [illegible] with the east line of said Section [illegible] from north to east with the east line of said Section [illegible];

thence northeasterly along a spiral curve to the left having a rate of decrease in degree of curvature of [illegible] each 100 feet, a distance of 500 feet to Highway Survey Station [illegible] P.T.;

thence northeasterly along a straight line tangent to the end of the last described spiral curve a distance of [illegible] feet to Highway Survey Station 1472+04.93 T.S.;

thence northeasterly along a spiral curve to the right tangent at its point of beginning to the last described line, having a rate of increase in degree of curvature of 0°45' each 100 feet, a distance of 500 feet to Highway Survey Station 1477+04.93 S.C.;

thence easterly along a 4° curve to the right a distance of 224.36 feet to Highway Survey Station 1479+29.29 C.S.;

thence southeasterly along a spiral curve to the right having a rate of decrease in degree of curvature of 0°45' each 100 feet, a distance of 500 feet to Highway Survey Station 1484+29.29 P.T.;

thence southeasterly along a straight line tangent to the end of the last described spiral curve, a distance of 2495.73 feet to Highway Survey Station 1509+25.02 T.S.;

thence easterly along a spiral curve to the left tangent at its point of beginning to the last described line, having a rate of increase in degree of curvature of 0°30' each 100 feet, a distance of 600 feet to Highway Survey Station 1515+25.02 S.C.;

thence northeasterly along a 3° curve to the left a distance of 1362.22 feet to Highway Survey Station 1528+87.24 C.S.;

thence northeasterly along a spiral curve to the left having a rate of decrease in degree of curvature of 0°30' each

THIS AGREEMENT made this 13th day of April 1952, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), and the STATE OF OREGON, acting by and through its State Highway Commission (hereinafter called "State"),

WITNESSETH:

WHEREAS:

The State is relocating and reconstructing the Hood River-Mosier Section of Columbia River Highway (U.S. No. 30) in Hood River and Wasco counties, Oregon. Said highway as relocated will encroach upon property of the Railroads. The State intends to, but has not yet acquired from the Railroads the necessary property rights, nor have the parties agreed upon the consideration to be paid therefor. The State desires to proceed immediately with certain work on and near railroad property, and the Railroads are willing that said work proceed upon and subject to the terms, provisions and conditions hereinafter stated.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. The State at its own expense and without expense to the Railroads, shall and will:

(a) Excavate and remove rock, earth and other material from railroad property south of present railroad tracks between M.P. 67.4 and M.P. 67.9 in Lots 1, 2 and 3 of Section 3, Township 2 North, Range 11 East, Willamette Meridian, in Wasco County, Oregon, to the extent necessary for highway and railroad relocation; and

(b) Deposit said excavated materials northerly of the present railroad tracks in Sections 2 and 3, Township 2 North, Range 11 East, Willamette Meridian, in Wasco County, and in Section 33, Township 3 North, Range 11 East, Willamette Meridian, Hood River County, and in combined embankment for relocation of highway and railroad south of present railroad tracks in Lots 1, 2 and 3, Section 3, Township 2 North, Range 11 E.W.M., Wasco County; and

(c) Construct grade for temporary railroad shoofly track hereinafter mentioned, between M.P. 67.37 and M.P. 67.51 in Government Lot 3, Section 3, Township 2 North, Range 11 East, W.M.; also excavate and backfill railroad embankment below bottom of stringers at the roadway underpasses hereinafter mentioned, located at Railroad Engineer's Stations 1343 plus 10 and 1345 plus 75; and

(d) Obtain from the United States whatever authority may be necessary for lawful deposit of said materials as aforesaid.

Section 2. In order to enable and facilitate said work of the State, the Railroads at the expense of the State shall and will furnish materials for, construct, maintain and remove the following temporary structures:

(a) Railroad shoofly track between railroad M.P. 47.37 (Railroad Engineer's Station 1477 plus 00) and 47.81 (Railroad Engineer's Station 1494 plus 10) on grade to be constructed by the State as aforesaid; and

(b) Timber underpass for roadway under railroad tracks at Railroad Station [illegible] plus 60 (M.P. 47.[illegible]) in Government Lot 3, Section 3, Township 2 North, Range 11 E.W.M.; and

(c) Timber underpass for roadway under railroad tracks at Railroad Station [illegible] plus 77 (M.P. 47.[illegible]) in Government Lot 2, Section 3, Township 2 North, Range 11, E.W.M.

Upon removal of said shoofly track and underpasses the Railroads will credit the State with the reasonable salvage value of materials recovered therefrom and previously paid for by the State, less reasonable expense of recovery of said materials.

Section 3. The Railroads also at the expense of the State shall and will:

(a) Make necessary rearrangements of signal and communication lines (including, but not limited to, electrified road [illegible]) within the areas affected by the aforesaid work of the State; and

(b) Furnish such engineering, inspection, watchmen and flagmen services as the Railroads deem necessary for proper protection of their operations during the progress of the work contemplated by this agreement.

Section 4. The State will promptly reimburse the Railroads for the expense of all work to be performed by the Railroads as provided in this agreement.

Section 5. The shoofly track and underpasses provided for in this agreement are temporary facilities and shall be maintained and used only so long as necessary to enable construction by the State of its said highway, and shall be removed and discontinued promptly upon completion thereof unless otherwise mutually agreed in writing by the parties. Said underpasses shall not be open to public use and shall be used only for the purposes of the said construction work.

Section 6. This Agreement does not grant the State any right or easement to use railroad property, except the right during the term of this Agreement to perform on railroad property the work provided for herein, subject to each and all of the terms, provisions and conditions hereof. This agreement does not commit the Railroads to any railroad line change, nor do the Railroads hereby approve any plans, designs or specifications of the State for highway construction or related work; nor do the Railroads hereby waive or intend to waive compensation for use or occupancy of their property. The State shall and will within a reasonable time and in any event before it proceeds with relocation and reconstruction of said Hood River-Mosier Section of Columbia River Highway (other than that part of said work herein described) acquire from the Railroads upon such terms and for such consideration as the parties may mutually agree upon, all easements and other rights necessary therefor and agree with the Railroads upon the terms for any line change to be made. To facilitate such agreement, the State at its own expense shall and will keep and maintain an accurate record of the quantity and kind of material excavated on railroad property under this Agreement, and furnish the Railroads an accurate statement thereof so that the compensation for such material may be computed; and the Railroads shall have the right to verify said statement or to determine the quantity and classification of such material in any other appropriate way.

Section 7. (a) All work of the State with reference to the shoofly track and underpasses or any other railroad facilities shall be performed and completed in a manner satisfactory to the Superintendent of the Railroads.

(b) All work of the State under this Agreement shall be performed and accomplished without interruption to or delay of operations of the Railroads or others lawfully occupying railroad property, and without interruption to or delay of continuous railroad traffic; and neither the State nor its contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of railroad tracks or facilities or any communication lines or appurtenances or any thereof.

(c) The State at its own expense shall adequately police and supervise all work to be performed by it or its contractors and subcontractors; shall regulate the conduct thereof in such manner that prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroads or other parties lawfully occupying their property; and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such other parties may be responsible, or to property of the Railroads or such other parties.

(d) The State shall not suffer or permit debris incidental to the construction or maintenance of the highway to foul the drainage ditches, ballast or roadbed of the Railroads, and if such debris is cast thereon, the State shall immediately remove same at its own expense.

(e) The State, its contractors or subcontractors, shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the State or its contractors or subcontractors use any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State, its contractors or subcontractors, shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operations; and with respect to any blasting in the vicinity of the railroad tracks the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad and communication facilities against danger of damage, destruction or interference.

(f) The State shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon, nor cause or permit the view along the tracks of the Railroads to be obstructed.

(g) If the State, its contractors or subcontractors, shall find it necessary to excavate from existing slopes adjacent to the tracks of the Railroads or to create new slopes, the State, its contractors or subcontractors, shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearances between said existing or new slopes and the tracks of the Railroads.

(h) Before commencing any work hereunder, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during the progress of the work.

Section 6. (a) So far as it lawfully may do so, the State shall protect, indemnify and save and hold harmless the Railroads and any other corporation, person or firm lawfully occupying their property, and each of them, from and against any and all loss, cost, damage, expense and liability by reason of injury to or death of persons whomsoever (including officers, agents, servants, employees and passengers of the Railroads and of such other companies or any of them) or damage to or destruction of property whatsoever (including property of or in the custody of the Railroads and such other companies or any of them), directly or indirectly caused by or in any manner resulting from any act or omission of the State or of its contractors, subcontractors, agents, servants or employees in performing the work herein contemplated.

(b) If the State or its contractors, subcontractors, agents, servants or employees, shall in the performance of any of said work injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying property of the Railroads, the State shall restore or replace such damage at its own cost and expense.

Section 9. (a) In the event the State performs all or any part of the work to be performed by it under this agreement through a contractor or contractors, the State shall require such contractor or contractors, before beginning work, to furnish for and in behalf of the Railroads and any other corporation, person or firm lawfully occupying their property, suitable and satisfactory Public Liability and Property Damage Insurance; said Public Liability Insurance providing for a limit of not less than One Hundred Thousand Dollars ($100,000) for all damages arising out of bodily injuries to or death of one person, and subject to that limit for each person, a total limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of bodily injuries to or death of more than one person in any one accident, and said Property Damage Insurance shall provide for a limit of not less than One Hundred Thousand Dollars ($100,000) for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit, a total (or aggregate) limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of injury to or destruction of property during the period of work. The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads and of any other corporation, person or firm lawfully using their property. The term "property" as herein used shall include as well as other property, property of and property in the custody of the Railroads and of any other corporation, person or firm lawfully using their property.

(b) Each such insurance policy shall be issued by a reliable insurance company authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. Said policy or policies shall be delivered to and remain in the possession of the Railroads.

(e) With respect to the work to be performed by the Railroads as herein elsewhere provided, the Railroads shall have the right to obtain, at the expense of the State, insurance protection similar to that provided for in Federal Works Program General Memorandum No. 35 dated January 27, 1937.

Section 13. This agreement shall become effective as of the date of commencement of any of the work contemplated hereby. The State shall prosecute said work diligently and complete it within a reasonable time and in any event within one (1) years from the date of this agreement. This agreement shall terminate upon the completion of said work; but termination thereof shall not relieve the State from any debt, duty or obligation hereunder which may have accrued or ensued prior to such termination, nor from any liability based upon anything occurring prior to such termination.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein written.

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

By ______________________
Vice President

Attest:

____
Assistant Secretary

RECOMMENDED FOR APPROVAL

____
Assistant State Highway Engineer

APPROVED:
____
[illegible]

Attest:
____

STATE OF OREGON, acting by and through its State Highway Commission

By ______________________
Chairman

____
[illegible]

____
[illegible]

As the State Highway Commission of Oregon.

1-54-100M

Form 130 A

State of Oregon
State Highway Commission
Salem, Oregon

BILL NO. 709211

MONTH'S ACCOUNT May 1955

JF DEPT. NO. 3965

DATE MADE 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR cost of track changes in connection with Columbia River Highway, Wyeth-Viento Section Oregon. Constructed in new location 12969.6 ft. of new main track and 1471.1 ft. of new passing track, shifted onto new grade 3584.3 ft. of new main track and 565.1 ft. of passing track. Retired 13254.9 ft. of main track and 1252.5 ft. of passing track. Contract Audit No. 76863, dated Nov. 21, 1951. Our Work Order 6809 OW. Sept. 1952 to July 1953.

Detail attached
Final Billing

Final Billing	11997	07

The records supporting the charges in this bill are located in the office of Auditor of Disbursements, Omaha, Nebr.

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost of Track Changes for State of Oregon

Wyeth - Viento Section, Oregon
(Shell Rock Mountain)

Constructed in new location 12969.6 ft. of new main track and 1471.1 ft. of new passing track.
Shifted onto new grade 3584.3 ft. of new main track, and 565.1 ft. of passing track.
Retired 13254.9 ft. of main track and 1252.5 of passing track.
Contract Audit No. 76863, dated Nov. 21, 1951.
Our Work Order 6809 CW.

September 1952

PR Tracks, Sec. 10				
Aligning and surfacing track account construction fill pulled track out of Line M.P. 51.5				
31 hrs.	1.854 hr.	$ 57.47		
31 "	1.515 "	46.97		
30 "	1.479 "	44.37		
26 "	2.78 "	72.28		
12 "	2.275 "	27.30		
14 "	2.22 "	31.08	$ 279.47	
Payroll Extra Gangs - Gang 750				
Distribute material line change				
24 hrs.	316.46 mo. (21 da.)	49.49		
24 "	304.66 " "	43.52		
4 "	2.70 hr.	10.80		
24 "	1.935 "	46.44		
48 "	1.695 "	81.36		
8 "	2.545 "	20.36		
72 "	1.611 "	115.99		
960 "	1.479 "	1419.84		
16 "	2.22 "	35.52	1823.32	
PR-Other Gangs				
Loco Crane 0287				
56 hrs.	1.971 hr.	110.38		
16½ "	2.955 "	48.76		
56 "	1.635 "	91.56		
16½ "	2.455 "	40.51	291.21	
PR-Signal Gangs - Gang No. 787				
Bonding tracks				
16 hrs.	1.983 hr.	31.73		
8 "	1.719 "	13.75	45.48	
			2439.48	
10% Supervision Acctg., etc.			243.95	
3% Vacation Allowance			73.18	
6% RR Ret, & Unempl. on 2512.66			150.76	$2907.37

Rental of Equipment					
Loco Crane 0287-25 ton	7 days =	day	30.00	$ 210.00	
2 outfit cars	7 days =	day	2.75	19.25	
2 revenue cars	7 days =	day	2.00	14.00	$ 243.25
Work train service:					
Wages - Trainmen			537.55		
Enginemen			395.40	932.95	
Telegraph Clerk					
54 hrs.	1.815 hr.		98.01		
36 "	2.72 "		97.92	195.93	
				1128.88	
10% Supervision, acctg., etc.				112.89	
3% Vacation allowance				33.87	
6% RR Ret. & Unemp. on 1162.75				69.77	1345.41
Form 1253					
Rental of outfit cars					
Extra Gang #750					
24 outfit cars - 644 days -		day	2.75	1771.00	
10 revenue cars - 281 days -		day	2.00	562.00	
1 motor car		mo.		20.00	
				2353.00	
Basis for apportionment					
Total hours gang - 750	9066				
Hours this job	1180	13.015%			
13.015% of 2353.00					306.24
Loco Rental - Work Train Service					
Loco 7864	4-3/4 days	day	151.00	717.25	
" 737	1 day	day	57.00	57.00	
" 758	1 day	day	57.00	57.00	831.25
Fuel Oil used:					
Loco 7864	6116 gals.	gal	.04607	281.76	
" 737	995 gals.	gal.	.04607	45.84	
" 958	1428 gals.	gal.	.04607	65.79	
				393.39	
Freight on fuel oil					
St. Johns, Ore. to Wyeth, Ore.					
66177#	@ .135 C#		89.34		
6% increase			5.36	94.70	
Other supplies:					
Cost per mile:					
Water	.0505				
Lubricants	.0266				
Other supplies	.0113				
Enginehouse Exp.	.2110				
	.2994				
552 miles @ .2994 mile				165.27	653.36

October 1952

PR701 - Supt.			
Engineering - Line change			
1 day - Instrumentman	368.20 mo. (23 da.)	16.01	
1 day Rodman	323.20 " "	14.05	
1 day Asst. Engr.	445.00 " "	19.35	49.41
PR-Ex. Gangs - Gang 746			
Spotting tracks M.P. 51.5			
4 hrs.	349.85 " "	7.61	
4 "	1.592 hr.	6.37	
32 "	1.499 "	47.97	
4 "	1.715 "	6.86	68.81
Spotting tracks - Lindsay			
6 hrs.	349.85 mo. (23 da.)	11.41	
6 "	1.595 hr.	9.55	
6 "	1.715 "	10.29	
48 "	1.499 "	71.95	103.20
14"	349.85 mo.	26.62	
4 "	3.10 hr.	12.40	
14 "	1.592 "	22.29	
4 "	2.60 "	10.40	
14 "	1.715 "	24.01	
4 "	2.575 "	10.30	
294 "	1.499 "	440.71	
84 "	2.25 "	189.00	735.73
Gang No. 750			
Dump ballast - Lindsay line change			
8 hrs.	308.05 mo. (23 da.)	13.39	
3 "	2.73 hr.	8.19	
8 "	1.955 "	15.64	
16 "	1.715 "	27.44	
24 "	1.631 "	39.14	
320 "	1.499 "	479.68	
16 "	2.25 "	36.00	619.48
PR-Tracks - Sec. 10			
Aligning, surfacing tracks M.P. 51.5 Account highway fill pulled track out of line			
54 hrs.	317.35 mo. (23 da.)	93.13	
54 "	1.535 hr.	82.89	
54 "	1.499 hr.	80.95	
16 "	2.81 hr.	44.96	301.93
Lining and surfacing new track between M.P. 53.25 and 54.50 account grade settling			
50 hrs.	2.81 hr. O.T.	140.50	
7½ "	3.748 " "	28.11	
17 "	2.25 " "	38.25	206.86

Rag

Dress and line tracks

24 hrs.	@349.85 mo. (23 da.)	45.63	
1 " O.T.	3.10 hr.	3.10	
24 "	308.05 mo. "	40.18	
5 " "	2.73 hr.	13.65	
24 "	1.955 "	46.92	
1 " "	2.935 "	2.94	
48 "	1.715 "	82.32	
2 " "	2.575 "	5.15	
72 "	1.631 "	117.43	
3 " "	2.445 "	7.34	
936 "	1.499 "	1403.06	
39 " "	2.25 "	87.75	1855.47

Distribute matl. for line change

24 hrs.	@349.85 mo. (23 da.)	45.63	
2 " O.T.	3.10 hr.	6.20	
32 "	308.05 mo. "	53.57	
5 " O.T.	2.73 hr.	13.65	
48 "	1.955 "	93.84	
1 " O.T.	2.935 "	2.94	
96 "	1.715 "	164.64	
4 " O.T.	2.575 "	10.30	
128"	1.631 "	208.77	
4 " O.T.	2.445 "	9.78	
1944 "	1.499 "	2914.06	
57 " O.T.	2.25 "	128.25	3651.63

Laying rail

8 hrs.	@308.05 mo. (23 da.)	13.39	
3 " O.T.	2.73 hr.	8.19	
8 "	1.955 "	15.64	
16 "	1.715	27.44	
16 "	1.631 "	26.10	
320 "	1.499 "	479.68	570.44

Payroll-Extra Gang (LH 16-31)
Gang #746 - Ernest Oaks
Setting up camp

3 hrs. O.T.	@3.10 hr.	9.30	
3 " "	2.60 "	7.80	
18 " "	2.25 "	40.50	57.60

Completing payrolls

5 hrs. O.T.	@2.60 hr.		13.00

Spotting and lining tracks

47 hrs.	@349.85 mo. (23 da.)	89.36	
47 "	1.592 hr.	74.82	
47 "	1.715 "	80.61	
987"	1.499 "	1479.51	1724.30

Traveling time to and from work

11 hrs.		@349.85 mo. (23 da.)	20.91	
7 "	O.T.	3.10 hr.	21.70	
11 "		1.592 "	17.51	
7 "	O.T.	2.60 "	18.20	
11 "		1.715 "	18.87	
7 "	O.T.	2.575 "	18.03	
231"		1.499 "	346.27	
147"	O.T.	2.25 "	330.75	792.24

Meet shipment of new men and make records

3 hrs.	O.T.	@3.10 hr.	9.30	
6 "	O.T.	2.60 "	15.60	24.90

Camptender's duties

96 hrs.		@1.499 hr.	143.90	
31 "	O.T.	2.25 "	69.75	213.65

Travel delays

1 hr.	O.T.	@3.10 hr.	3.10	
1 "	O.T.	2.60 "	2.60	
1 "	O.T.	2.575"	2.58	
21 "	O.T.	2.25 "	47.25	55.53

Extra Gang #750 - Alex Schied
Cutting in new tracks

1 hr.	O.T.	@3.10 hr.	3.10	
1 "	O.T.	2.73 "	2.73	
1 "	O.T.	2.935"	2.94	
2 "	O.T.	2.575 "	5.15	
2 "	O.T.	2.445 "	4.89	
44"	O.T.	2.25 "	99.00	117.81

Line change work

80 hrs.		@349.85 mo. (23 da.)	152.11	
80 "		308.05 " "	133.93	
80 "		1.955 hr.	156.40	
136 "		1.715 "	233.24	
152 "		1.631 "	247.91	
3392 "		1.499 "	5084.61	6008.20

Meet shipment of men

3 hrs.	O.T.	@3.10 hr.	9.30	
3 "	"	2.73 "	8.19	
3 "	"	2.25 "	6.75	24.24

Surfacing & lining tracks

7 hrs.	O.T.	@3.10 hr.	21.70	
7 "	"	2.73 "	19.11	
7 "	"	2.935 hr.	20.55	

14 hrs. O.T.	@2.575 hr.	36.05		
14 " "	2.445 "	34.23		
300 " "	2.25 "	675.00	806.64	
Shipping new men				
3 hrs. O.T.	@2.73 hr.	8.19		
3 " "	2.25 "	6.75	14.94	
Camptender				
32 hrs. O.T.	@2.25 hr.		72.00	
Taking men to doctor				
5 hrs. O.T.	@3.10 hr.	15.50		
14 " "	2.73 "	38.22		
3 " "	2.575 "	7.73	61.45	
Checking new track at cut-in				
6 hrs. O.T.	@3.10 hr.	18.60		
6 " O.T.	2.575 "	15.45	34.05	
Payroll - Other Gangs (L.H.) Loco Crane 0287 - Weis Handling trk. matl. for line change				
72 hrs.	@1.991 hr.	143.35		
6 " O.T.	2.985 "	17.91		
72 "	1.655 "	119.16		
6 " O.T.	2.485 "	14.91	295.33	
Payroll - Other Gangs (L.H.) Crane 0287 - Handle trk. matl. - Weis				
16 hrs.	@1.991 hr.	31.86		
7½ " O.T.	2.985 "	22.39		
16 "	1.655 "	26.48		
7½ " O.T.	2.485 "	18.64	99.37	
JE 905 Work train service - labor				
Straight time		1153.80		
Overtime		826.80	1980.60	
PR 704-H2 Station Telegrapher J. J. Bowen				
97-5/6 hrs.	@1.835 hr.	179.52		
63-5/12 " O.T.	2.75 "	174.40	353.92	
			20912.73	
3% Vacation allowance on 20912.73			627.38	
6% RRR & UI Tax on 21540.11			1292.41	
10% Superintendence on 20912.73			2091.27	24923.79

Rental of Equipment
Loco Crane #0287 - N. W. Weis

1 - Crane 0287 25 ton cap 11 days @ 30.00 day		330.00
2 - outfit cars 62 days @ 2.75 day	170.50	
2 - revenue cars 62 days @ 2.00 day	124.00	294.50

Reg

Total hrs. worked - 418 Hrs. this job 203 or 48.565% of 294.50			143.02	473.02	
Extra Gang #746 - E. Oaks					
10 outfit cars 310 days @ 2.75 day	852.50				
5 revenue cars 150 days @ 2.00 day	300.00	1152.50			
Total hrs. worked - 3990. Hrs. this job 1859 or 46.591% of 1152.50				536.96	
Extra Gang #750 - A. Schied					
21 outfit cars - 651 days @ 2.75 day	1790.25				
12 revenue cars 372 days @ 2.00 day	744.00	2534.25			
Total hrs. worked - 9494 Hrs. this job - 8691 or 91.54% of 2534.25			2319.85		
2 trucks MW 70 & 71, 23 days @ 6.00 day	138.00				
91.54% of 138.00			126.33		
2 race wrenches 24 days @ 3.50 day			84.00		
2 spike pullers 24 days @ 4.00 day			96.00		
1 rail drill 12 days @ 3.50 day			42.00	2668.18	
Locomotive rental - Work train service					
Loco #758 - 7 days @ 57.00 day		399.00			
Loco #2171 5-1/5 days @85.00 day		442.00	841.00		
Fuel oil used					
Loco #758 - 11,369 gal. @ .0468 gal.		532.07			
Loco #2171 - 9,212 gal. @ .0468 gal.		431.12	963.19		
Freight chg. St. Johns to Wyeth, Ore. 159,503 lbs. oil @ .13½C#			215.33		
Other supplies					
Water	.0505				
Lubricants	.0266				
Other supplies	.0113				
Enginehouse Expenses	.2110				
2406 mi. @	.2994 per mi.		720.36	2739.88	6418.04

Rag

	Personal Expenses				
	Vo No. 239888 - Rodman				7.95
	F 485 #490				
	229 Ctns. Plastic joint packing - Ctn.		.52	119.08	
	F 502-1 #1959 R-1944				
	Bond track M.P. 53.27 to 54.5				
	250 PA-2 tigerweld bonds	Ea.	.29	72.50	
				191.58	
	10% Cost of handling			19.16	
	5% In lieu of freight charges			9.58	220.32
	TE #956 - Barnhart Crushed Rock				
	3550 cu. yds. - 71 cars	Car	71.1575	5052.18	
	Freight:				
	Barnhart, Ore. to Wyeth, Ore.				
	9230000#				
	E C 6 %	C#	12	11076.00	
				664.56	16792.74
	New Main Track				
	Material				
4425	7 x 9 x 8 Cross ties				
	Treating costs		ea.3.4485	15259.52	} = 22 [illegible]
25862.8	L ft. 133.4# 1st Q Rail	1150032#NT		1452.97	
			79.41762		
12.5	L ft Scrap cuttings	556# NT	50.00	45666.40	
1296	133# 36" joint bars	79056#C#	5.3887	13.90	
14255	133# 4D-DS Tie Plates	316176#C#		4260.16	
			4.82904		
164	133# 4D-DS Tie Plates SH	3638#C#		15268.29	
28	Abrasion Plates		3.20	116.42	
8462#	1-1/16" x 6" Track Bolts	355#C#	4.4338	15.74	
1166#	" " " SH	8462#C#	9.631	814.95	
3456	1-1/8" Spring washers	1166#C#	1.50	17.49	
474	" " " SH	536#M	76.227	263.44	
39250#	5/8 x 6¼" Track Spikes	M	3.00	1.42	
6820	133#Imp. Fair Anchors	C#	6.142	2410.69	
12 pr.	133# Insulated Joints 36"	18755C	32.979	2249.15	
2 pr.	133-131# Compr. Joints SH	2160#pr.	30.5333	366.40	
797	7 x 9 x 8 Cross Ties SH	406#C#	3.70	15.02	
2000	7 x 9 x 9 " "	ea.	1.75	1394.75	
		ea.	3.425395		
	Treating Costs			6850.79	}
39	L ft. 133.4# Samson Stock Rail			521.40	
33.5	L ft. 133.4# Std. Stock Rail	1734# NT	112.84	97.83	
		1490# NT	112.84	84.07	

Ray

1455	131# Rail Anchors SH		ea. .22	320.10	
4 pr.	133-131# Compr. Joints	472#	pr.22.53	90.12	
4500#	5/8' x 6¼" Track Spikes SH.		C# 1.50	67.50	
	10% Handling costs on 97590.72			9759.07	107349.79

Freight over our own lines:
Ties:
Untreated:
Cascade, Ida to the Dalles Ore.
7 x 9 x 8-641625#
7 x 9 x 9-316000#
957625#

957625#	C#	37	3543.21		
EC 15%			531.48	4074.69	

Treated:
The Dalles to Wyeth, Ore.
7 x 9 x 8-692600#
7 x 9 x 9-332000#
1024600#

1024600#	C#	13	1331.98		
EC 6%			79.92	1411.90	

New Main Track Cond.
Rail:
Seattle, Wn. to Wyeth, Ore. -1153256#
Other track material
Seattle, Wn. to Wyeth, Ore. - 469722#
1622978#

1622978#	C#	30	4868.94		
EC 15%			730.34	5599.28	11085.87

Material Released
Old Main Line

3014	SH 7 x 9 x 8 Cross Ties		ea. 1.75	5274.50
1166#	SH 1-1/16X 6" Track Bolts		C# 1.50	17.49
474	SH 1-1/8 Spring Washers	73#	C# 1.50	1.10
164	SH 133# HD-DS tie plates	3638#	C# 3.20	116.42
2 pr.	SH 133-131# Compr. joints	406#	C# 3.70	15.02
20285.6	L ft. SH 130.8 # Rail	884453#	NT50.00	22111.32
4121.6	L ft. SH 133.4# Rail	183274#	NT50.00	4581.85
4292	Scp 7 x 9 x 8 Cross ties		No value	
12420	SH 131# HD-DS Tie Plates	222447#	C# 3.20	7118.30
2116	SH 133# " " " "	46933#	C# 3.20	1501.86
4585	Scp 5/8 x 6¼" Track Spikes	45850#	C# 1.50	687.75
10 pr.	SH 131# Insul. Joints	1276#	C# 3.70	47.21
2 pr.	SH 133# " "	437#	C# 3.70	16.17
7398	SH 131# Rail Anchors	7398 ea.	.22	1627.56

Rag

1998	SH 133# Rail Anchors					
1132	SH 131# (4) 24" Joint		ea.	.22	439.56	
Bars		43469#				
198	SH 133# (6) 36"	12078#	C#	3.70	1608.35	
5836#	Scp-1-1/16" x 6" track bolts		C#	3.70	446.89	
2358	Scp-1-1/8" Spg. washers		C#	1.50	87.54	
		367#				
39	SH L ft 130.8# Samson		C#	1.50	5.51	
	Stock Rail	1700#				
33.5	SH L ft. Std Stock		NT	50.00	42.50	
	Rail	1461#				
12065#	SH 5/8" x 6¼" track spikes		NT	50.00	36.53	
103	Scp 131# Gauge Rods	3245#	C#	1.50	180.97	
2013.8	Scp L ft 130.8# Rail	87801#	C#	1.50	48.68	
			NT	40.00	1756.02	
					47769.10	
	Less 15% Freight and cost of handling on	47769.10			7165.37	
	Net Credits					40603.73
	New Main Track					
	Install temporary switch ties					
67	7 x 9 Switch ties	4221 B. ft.	MBft-	87.89	370.98	
	Treating costs				25.75	
	10% cost of handling				39.67	
	Freight:					
	Untreated:					
	Cascade Ida to the Dalles, Ore.					
	21172#	21172	C#	37	78.34	
	EC 15%				11.75	
	Treated:					
	The Dalles to Wyeth	24321#				
	24321#	13	C#		31.62	
	EC 6%				1.90	
	Ties Released					
67	7 x 9 Switch Ties SH 4221 B.ft		M.B.ft.	65.92	278.25	
	Less 15% cost of handling and freight				41.74	323.50
	Tracks Shifted to New Main Line					
	M.P. 5327 to M.P. 54.5					
130	7 x 9 x 8 Cross Ties		ea.	3.44	447.20	
70.9	L ft. 1st Qual. Rail	3153#	NT	77.21	121.72	
272	133# 4D-DS Tie Plates	6033#	C#	4.73	285.36	
	Ties - Treating costs				57.06	
					911.34	
	10% Cost of Handling				91.13	

Ray

	Freight:					
	Ties - Untreated					
	Cascade Ida to the Dalles	18850#				
	18850#	C# 37				
	EC 15%				69.75	
					10.46	
	Treated:					
	The Dalles to Wyeth	19760#				
	19760#	C# 13				
	EC 6%				25.69	
	Rail				1.54	
	Tie Plates	3153				
	Seattle to Wyeth	6033				
	9186#	9186				
	EC 15%	C# 30				
		2			27.59	
					4.14	1141.64
	Material Released:					
130	7 x 9 x 8 Cross ties scrap			No value		
70.9	L ft. Rail SH	3153#	NT	50.00	78.83	
272	4D-DS Tie Plates SH	6033#	C#	3.20	193.06	
					271.89	
	Less 15% cost of handling and freight					
					40.78	231.11
88	New Passing Track:					
	7 x 9 Switch ties-Various					
	1031 L ft.	5413 B ft.	M.B.M.			
462	7 x 9 x 8 Cross ties			87.78	475.15	
	Treating costs		ea.	3.43	1584.66	
280	7 x 9 x 8 Cross ties SH				235.79	[illegible]
322.3	L ft. 133.4# 1st. Q. Rail		ea.	1.72	481.60	
		14331#	NT			
447.7	L ft 130.8# Cls 2 rail SH			80.13	574.18	
456.0	L ft 110.4# " " " "		NT	50.00	488.00	
		16781#	NT			
359.9	L ft. 101.49# " " " SH			50.00	419.53	
		12176#	NT			
1307.3	L ft. 90# Cls 2 Rails SH			50.00	304.40	
		39219#	NT			
130	133# 4d DS Tie Plates	2883#	C#	50.00	980.48	
248	131# -do- SH	4092#	C#	4.90	141.27	
240	110# 8 x 10¼" tie plates SH			3.20	130.94	
		3180#	C#			
171	100# Tie Plates SH	1915#	C#	3.20	101.76	
659	90# " " "	6590#	C#	3.20	61.28	
12	133# Joint Bars (6) 36"			3.20	210.88	
		732#	C#			
18	131# " " (4) 24" SH			5.43	39.75	
		691#	C#			
20	110# Cont. Joints SH			3.70	25.57	
		1030#	C#	3.70	38.11	

Ray

18	100# Cont. Joints SH	884# C#	3.70	32.71	
80	90# " " "	3392# C#	3.70	125.50	
2 pr.	110-131# Compr. Jts. SH	428# C#	3.70	15.84	
2 pr.	100-110# " " "	252# C#	3.70	9.32	
4 pr.	100-90# " " "	464# C#	3.70	17.17	
2 pr.	131# Insul. Jts. 36" "	320# C#	3.70	11.84	
2 pr.	110# " " 26" "	204# C#	3.70	7.55	
2 pr.	90# " " 26"	pr.	18.53	37.06	
247	133# Fair Rail Anchors	C	33.27	82.18	
145	131# " SH	ea.	.22	31.90	
160	110# " SH	ea.	.22	35.20	
62	100# " SH	ea.	.22	13.64	
457	90# "	C	30.61	139.89	
404#	1-1/16" x 6" Track bolts	C#	9.64	38.95	
257#	15/16 x 4-5/8" " "	C#	9.64	24.77	
165	1-1/16" Spg. Washers	M	76.11	12.56	
168	1" " "	M	60.45	10.16	
4550#	5/8 x 6¼" Track Spikes	C#	6.20	282.10	
24	L ft. 133.4# 1st Q. Rail (Cuttings) Scrap	1067# NT	40.00	21.34	
5.5	L ft. 133.4# Std. Stock Rail	245# NT	112.84	13.82	
1	133# Split Switch Comp. 24'	ea.		863.40	
1	133# Peg Leg Sp. Frog LH	ea.	722.88	722.88	
1	133# 4F Guard Rails Hi	ea.	99.44	99.44	
1	133# " " " Lo	ea.	102.73	102.73	
1	Hi Star Switch Stand with lock	ea.	56.62	56.62	
1	Conn. Rod 6 0-3/4"	ea.	5.24	5.24	
	New Passing Track				
3 prs.	133# Insulated Joints	pr.	30.86	92.58	
	10% Cost of Handling on 9157.06			915.71	10072.77

Freight:
Ties:
Untreated - Cascade Ida to the Dalles, Ore.

7 x 9 x 8	66990#			
Sw. ties	17105#			
	84095#			
84095#	C#	37	311.15	
EC 15%			46.67	357.82

Treated - The Dalles, Ore. to Wyeth, Ore.

7 x 9 x 8	70224#			
SW. ties	18404#			
	88628#			
88628#	C#	13	115.22	
EC 6%			6.91	122.13

Lag

Other Track Material and Rail
Seattle, Wn. to Wyeth, Ore.

	31904#		C#30	95.71		
	EC 15%			14.36	110.07	590.02

Material Released
Passing Track

480	SH 7 x 9 x 8 Cross Ties		ea.	1.75	840.00
218	Scrap " " "		No value		
88	SH 7 x 9 Switch Ties 1031 L ft.	5413 B.ft.	M.B. ft	65.92	356.82
278.1	SH L. ft. 130.8 Cls. 2 Rail	12125#	NT	50.00	303.13
5.5	SH L. ft 130.8 Std. Stock	240#	NT	50.00	6.00
484.6	SH L. ft 110.4# Cl 2 Rail	17833#	NT	50.00	445.83
1668.8	SH L. ft. 101.49# " Rail	56456#	NT	50.00	1411.40
1	SH 131# Split Switch 24'	6011#	C#	9.00	540.99
1	SH 131# Peg Leg SP Frog #14	3835#	C#	10.00	383.50
1	SH 131# Gd Rails 1H 1L	902#	NT	64.00	28.86
1	SH Hi Star Switch Stand		ea. }	35.00	35.00
1	SH Conn. Rod 6'0-3/4"		}		
4	SH 131# (6) Joint Bars	244#	C#	3.70	9.03
6	SH 131# (4) " "	230#	C#	3.70	8.51
2	SH pr. 131-110# Compr. Joints 36"	428#	C#	3.20	13.70

Passing Track Cond.

4 pr.	SH 131# Insul. Joints	640#	C#	3.20	20.48
22	SH 110# Cont. Joints	1133#	C#	3.20	36.26
2 pr.	SH 110-100# Compr. Jts.	252#	C#	3.20	8.06
2 pr.	SH 110# Insul. Jts.	204#	C#	3.20	6.53
100	SH 100# Cont. Jts.	5150#	C#	3.20	164.80
114	SH 131# Tie Plates	1881#	C#	3.20	60.19
240#	SH 110# " "	3180#	C#	3.20	101.76
775	SH 100# " "	7363#	C#	3.20	235.62
252	SH 131# Rail Anchors	693#	ea.	.23	57.96
192	SH 110# " "	528#	ea.	.23	44.16
438	SH 100# " "	1205#	ea.	.23	100.74
74#	Scp. 1-1/16" x 6" track bolts		C#	1.50	1.11
540#	Scp. 1-1/16" x 5½ " bolts		C#	1.50	8.10
288	Scp. 1-1/8" Spring Washers	45#	C#	1.50	.67
2000#	Scp. Track Spikes		C#	1.50	30.00

Raj

2639#	SH Track Spikes 5/8 x 6¼	C#	1.50	39.58	
				5298.79	
	Less 15% Freight and Cost of handling on	5298.79		794.82	
	Net Credit				4503.97

November 1952

PR - Extra Gang - No. 746
Surface and line track

8 hrs.	349.85 mo. (19)	18.41
3 "	3.10 hr. O.T.	9.30
8 "	293.05 mo.	15.42
152 hrs.	1.499 hr.	227.85
8 hrs.	2.25 hr. O.T.	18.00

Rail Relay Sec. 10

10 hrs.	349.85 mo. (19)	23.02
3 "	3.10 hr. O.T.	9.30
10 "	293.05 mo. (19)	19.28
230 "	1.499 hr.	344.77
3 "	2.25 hr. O.T.	6.75

Clear track acct. blasting

3 hrs.	349.85 mo. (19)	6.90
3 "	293.05 " (19)	5.78
69 "	1.499 hr.	103.43

PR-Extra Gang
Gang - 746
Surface & line track

24 hrs.	349.85 mo. (19)	55.24
24 "	293.05 "	46.27
536 "	1.499 hr.	803.46
4 "	2.25 hr.	9.00

PR-Track Sec. Sec. 10
Aligning, Surfacing track
Acct. grade settlement

18 hrs.	2.81 Hr. O.T.	50.58
8 "	2.305 " "	18.44
8 "	2.265 " "	18.12
8 "	2.25 " "	18.00

Aligning, Surfacing track acct. highway fill pulled track out of line.

26 hrs.	2.81 hr. O.T.	73.06
4 "	2.305 " "	9.22
4 "	2.265 " "	9.06
10 "	2.25 " "	22.50

Rag

51 hrs.
43 " 317.35 mo. (19) 106.48
28 " 1.535 hr. 66.01
99 " 1.511 " 42.31
1.499 " 148.40
10% Supervision, etc. 2304.36
3% Vacation Allowance 230.44
6% RR Ret. & UI Tax on 2373.49 69.13
142.41 2746.34 2746.34

Form 1253
Rental of Equipment
Extra Gang 746
12 Outfit cars - 360 days @ 2.75 day
4 Revenue cars 120 days @ 2.00 990.00
240.00
1230.00

Apportionment:
Total hours worked - 3787
Hrs. this job - 1098 29%
29% of 1230.00

Truck M W 69 1½ ton 356.70
9 days @ 6.00 day

December 1952 54.00

PR - Extra Gangs
Gang 746
Surface and line track
39 hrs.
39 " 349.85 mo. (22)
4 " 293.05 " 77.52
764 " 2.60 hr. O.T. 64.94
8 " 1.499 " 10.40
31 " 2.25 " O.T. 1145.24
1.715 " 18.00
53.17

Unloading and poling track material
3 hrs.
3 " 349.85 mo.
3 " 293.05 " 5.96
76 " 1.715 hr. 5.00
1.499 " 5.15
113.92

Surface and line tracks
43 hrs.
24 " 349.85 mo.
43 " 293.05 " 85.47
35 " 1.715 hr. 39.96
1294 " 1.547 " 73.75
1.499 " 54.15
1939.71

Working on Reports
4 hrs.
3.10 hr. 12.40

Camptender
53 hrs.
24 " O.T. Rag 1.499 hr.
2.25 hr. 79.45
54.00

53 hrs.	1.499 hr.	79.45		
Payroll Other Gangs Loco. Crane 0287 Handle track material				
8 hrs.	1.991 hr.	15.93		
3½ "	2.985 " O.T.	10.45		
8 "	1.655 "	13.24		
3½ "	2.485 "	8.70		
Payroll - Track Sections Sec. 10 Aligning Surface Track account grade settlement				
32 hrs.	317.35 mo. (22)	57.70		
48 "	1.535 hr.	73.68		
92 "	1.499 "	137.91		
4 "	2.81 "	11.24		
12 "	2.81 "	33.72		
20 "	2.305 "	46.10		
36 "	2.25 "	81.00		
32 "	317.35 mo.	57.70		
48 "	1.535 hr.	73.68		
80 "	1.499 "	119.92		
29 "	2.81 "	81.49		
16 "	2.305 "	36.88		
8 "	2.25 "	18.00		
		4794.98		
10% Supervision, etc.		479.50		
3% Vacation allowance		143.85		
6% RR Ret. UI taxes on 4938.83		296.33		5714.66
TE #1105 Spread ballast Work train service				
Trainmen		90.10		
Enginemen		66.74		
PR-704-1 - Telegrapher				
8 hrs.	1.835 hr.	14.68		
6-3/4 hrs.	2.75 "	18.56		
		190.08		
10% Supervision, acctg. etc.		19.01		
3% Vacation allowance		5.70		
6% RR Ret. & U.I. tax on 195.78		11.75		226.54
Rental of Equipment				
Loco Crane 0287 - 25 ton	3 days 25.00 day		75.00	
3 outfit cars	3 days ea. 2.75 day		24.75	99.75
Loco Rental - Work train service				
Loco No. 2171	1 day @ 85.00		85.00	
Fuel 42 mi. @ 15.3 gals. to mile - 642 gals. 642 gals. @ .0474 gal.			30.46	

Freight:				
St. Johns. to Wyeth, Ore.				
642 gals. @ 7-3/4# gal.	4976#			
4976# @ .13½ C C#		6.72		
EC 6%		.40	7.12	
Other supplies - 42 mi. @ .2994 mi.			12.57	135.15

Extra Gang 746 Truck rental MW - 69 1½ ton 11 days @ 6.00 day	66.00	66.00

Boarding outfits
Extra Gang 746

12	Outfit cars	31 days ea.	372 days @ 2.75 day	1023.00
3	Revenue cars	31 days ea.	93 days @ 2.00	186.00
				1209.00

Basis for apportionment:			
Total hours worked	5355		
Hours this job	2543	47.5%	
47.5% of 1209.00			574.28

January 1953

PR - Tracks Sec. 10
Aligning and surfacing track
account grade settlement

28 hrs.	Foreman	1.864 hr.	52.19	
56 "	Sectionmen	1.525 "	85.40	
116 "	"	1.489 "	172.72	310.31
20 "	Foreman	1.864 "	37.28	
40 "	Sectionmen	1.525 "	61.00	
76 "	"	1.489 "	113.16	
9 "	"	2.795 " O.T.	25.15	236.59

Extra Gangs
Gang No. 746 - Lining and surface tracks

12 hrs.	Foreman	348.16 mo. (21)	24.87	
12 "	Timekeeper	291.36 mo. (21)	20.81	
12 "	Truck driver	1.705 hr.	20.46	
432 "	Laborers	1.489 "	643.25	
12 "	P.T.O.	1.537 "	18.44	727.83
12 "	Foreman	348.16 mo.	24.87	
4 "	Timekeeper	291.36 "	6.94	
12 "	Truck Driver	1.705 hr.	20.46	
12 "	P.T.O.	1.537 "	18.44	
432 "	Laborers	1.489 "	643.24	713.95
				1988.68

RJE

	10% Supervision, Acctg., etc.				
	3% Vacation allowance on 1988.68			198.87	
	6% RR Ret. & U.I. Tax on 2048.34			59.66	
				122.90	2370.11
	Rental of Equipment:				
	Truck M W 69 - 1½ ton				
	4 days	6.00 day			24.00
	Boarding Outfits:				
12	Outfit cars	360 days @ 2.75 day	990.00		
4	Revenue cars	108 days @ 2.00 day	216.00		
			1206.00		
	Basis for apportionment:				
	Total hours work gang 746	7582			
	" this job	952	12.55%		
	12.55% of		1206.00		151.35
	February 1953				
	Payroll tracks - Sec. 10				
	Aligning, Surfacing tracks				
	acct. Grade Settlement - M.P. 51.5				
11 hrs.	Foreman	315.66 mo. (19)	22.84		
22 "	Laborers	1.525 hr.	33.55		
28 "	"	1.489 "	41.69	98.08	
	M.P. 53.5 to M.P. 54.4				
3 "	Foreman	315.66 mo. (19)	6.23		
6 "	Laborers	1.525 hr.	9.15		
6 "	"	1.489 "	8.93		
19 "	"	2.795 " O.T.	53.11	77.42	
	M.P. 56.5 and M.P. 58.5				
5 hrs.	Foreman	315.66 mo.(19)	10.38		
10 "	Laborers	1.525 hr.	15.25		
20 "	"	1.489 "	29.78		
23 "	"	2.795 " O.T.	64.29	119.70	
	Payroll Extra Gangs				
	Gang #746				
	Surface and line tracks				
	M.P. 53.20 to 54.20				
35 hrs.	Foreman	348.16 mo. (19)	80.17		
8 "	Timekeeper	291.36 mo. (19)	15.33		
35 "	Truck Driver	1.705 hr.	59.68		
35 "	P.T.O.	1.537 "	53.80		
911 "	Laborers	1.489 "	1356.48		
40 "	Laborers Camp tender	1.489 "	59.56		
8 "	" " "	2.235 " O.T.	17.88		
40 "	" " "	1.489 "	59.56		
4 "	" " "	2.235 "	8.94	1711.40	

	Spotting and Lining Track M.P. 50.75 Account bad rough spot					
8 hrs.	Foreman		348.16 mo. (19)	18.32		
8 "	Truck Driver		1.705 hr.	13.64		
8 "	P.T.O.		1.537 "	12.30		
280 "	Laborers		1.489 "	416.92	461.18	
	Surface and Line Tracks M.P. 56.50 to M.P. 58.50					
4 hrs.	Foreman		348.16 mo. (19)	9.16		
4 "	Truck Driver		1.705 hr.	6.82		
4 "	P.T.O.		1.537 "	6.15		
80 "	Laborers		1.489 "	119.12	141.25	
	Surface and line track M.P. 56.50 to M.P. 58.50					
6 hrs.	Foreman		3.085 hr. O.T.	18.51		
32 "	Laborers		1.489 hr.	47.65		
12 "	"		2.235 " O.T.	26.82	92.98	
					2702.01	
10%	Supervision, acctg. etc.				270.20	
3%	Vacation allowance on		2702.01		81.06	
6%	RR Ret. & U.I. tax on		2783.07		166.98	3220.25
	Form 1231 - Rental of Equipment Boarding outfits					
10	Outfit Cars	280 days	2.75 day		770.00	
4	Revenue Cars	112 days	2.00 day		224.00	
					994.00	
	Basis for apportionment:					
	Total hours worked		3232			
	Hours this job		1562	48.33%		
	48.33% of 994.00					480.40
	Rental of truck M W 69 1½ ton Studebaker 5 days		6.00 day			30.00

March 1953

	Payroll Track Secs. Sec. #10 Aligning and surfacing new track account grade settlement				
24 hrs.		2.795 hr.	67.08		
24 "		1.525 "	36.60		
16 "		1.489 "	23.82		
8 "		1.364 "	14.91	142.41	

Ray

PR-Ex. Gangs - Gang 746					
Spotting, lining track					
40 hrs.		2.08 hr.	83.20		
40 "		1.705 "	68.20		
80 "		1.537 "	122.96		
1272 "		1.489 "	1894.01	2168.37	
Camp tender					
67 hrs.		1.489 hr.	99.76		
20 "		2.235 "	44.70	144.46	
				2455.24	
10% Supervision, acctg., etc.				245.52	
3% Vacation allowance				73.66	
6% RR Ret. & U.I. tx. on 2528.90				151.73	
				2926.15	2926.15
Rental of Equipment					
M W 69 Studebaker 1½ ton truck					
5 days		6.00 day		30.00	
Boarding Outfit Cars					
110 outfit cars	310 days	2.75 day	852.50		
4 " "	94 days	2.00 "	188.00		
			1040.50		
Basis for apportionment:					
Total hours worked Gang 746	6817				
Hours this job	1519	22.28%			
22.28% of 1040.50				231.82	261.82
Work Train Service					
Wages Trainmen	158.47				
" Enginemen	140.89		299.36		
Teleg. Clerk					
16 hrs.		1.865	29.84		
15½ "		2.80	43.40		
			372.60		
10% Supervision, acctg., etc.			37.26		
3% Vacation allowance			11.18		
6% RR Ret. & Unemp. on	383.78		23.03		444.07
Rental of Equipment					
Eng. 7866 - 2 days		151.00 day	302.00		
1 Caboose - 2 days		2.00 day	4.00		306.00
Fuel:					
1051 gals. oil @		.0430 pr gal	45.19		

Freight:				
St. Johns Ore. to Wyeth				
8145#	@ .135 C#	11.00		
Incr. - 15%		1.65		
Other Supplies:				
75 miles	@ .3040	22.80		80.64
PR - Extra Gangs				
Gang #746				
Raising and surfacing tracks				
M.P. 50.75 to 51.20				
56 hrs.	349.85 mo. (22)	111.32		
2 "	3.10 hr.	6.20		
56 "	293.05 mo. (22)	93.24		
2 "	2.60 hr. O.T.	5.20		
48½"	1.715 "	83.18		
2 "	2.575 " O.T.	5.15		
56 "	1.631 "	91.34		
2 "	2.445 " O.T.	4.89		
56 "	1.547 "	86.63		
2 "	2.32 " O.T.	4.64		
1576 "	1.499 "	2362.40		
74 "	2.25 " O.T.	166.50	3020.69	
Close out time rolls				
4 hrs.	2.60 hr.	10.40	10.40	
Skeletonize line, dump ballast and surface track M.P. 52 to 53				
24 hrs.	349.85 mo. (22 da)	47.71		
24 "	293.05 "	39.96		
24 "	1.715 hr.	41.16		
24 "	1.631 "	39.14		
24 "	1.547 "	37.13		
840 "	1.499 "	1259.16	1464.26	
Meet Indians from train, assign bunks, issue blankets and secure personal record papers - Wyeth				
3 hrs.	3.10 hr. O.T.	9.30		
3 hrs.	2.60 hr. O.T.	7.80	17.10	
Camp duties				
88 hrs.	1.499 hr.	131.91		
32 "	2.25 O.T.	72.00		
88 "	1.499	131.91		
16 "	2.25 O.T.	36.00	371.82	

Rog

Extra Gang #750 Track lining and surfacing			
80 hrs.	349.85 mo. (22)	159.02	
80 "	294.85 " "	134.02	
80 "	308.05 " "	140.02	
80 "	1.715 hr.	137.20	
64 "	1.631 "	104.38	
2396 hrs.	1.499 "	3591.56	4266.20
Hauling Power Jack Wyeth to Hinckle and return			
2 hrs.	2.575 hr.	5.15	5.15
Camptender			
32 hrs.	2.25 hr.	72.00	72.00
Meeting new men on #17			
3 hrs.	3.10 hr.	9.30	
3 "	2.25 "	6.75	16.05
Checking disturbance at Co. tracks			
3 hrs.	2.61 hr.	7.83	7.83
Extra Gang 746 Laying rail M.P. 50.75 to 51.20			
32 hrs.	349.85 (22)	63.60	
32 "	293.05 "	53.28	
32 "	1.715 hr.	54.88	
32 "	1.631 "	52.19	
32 "	1.547 "	49.50	
976 "	1.499 "	1463.02	1736.47
Trucking and laying out new cross ties on new grade M.P. 50.75 to 51.20			
24 hrs.	349.85 mo. (22)	47.70	
24 "	1.715 hr.	41.16	
24 "	1.631 "	39.14	
24 "	1.547 "	37.13	
736 "	1.499 "	1103.26	1268.39
Close out time rolls			
4 hrs.	2.60 hr.	10.40	10.40
Travel time - Timekeeper - Pendleton to Wyeth			
8 hrs,	1.665 hr.	13.32	13.32
PR - Other Gangs Loco Crane 0287 Spread Gravel			
32 hrs.	1.991 hr.	63.71	

32 hrs.	1.655 hr.	52.96	116.67
Handle Track Material			
24 hrs.	1.991 hr.	47.78	
I "	2.985 "	2.99	
24 "	1.655 "	39.72	
1 "	2.485 "	2.49	92.98
Enroute with crane			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	29.17
Handle track material			
48 hrs.	1.991 hr.	95.57	
3½ "	2.985 "	10.45	
48 "	1.655 "	79.44	
3½ "	2.485 "	8.70	194.16
Switch and delay by work train			
2½ hrs.	2.985 hr.	7.46	
2½ "	2.485 "	6.21	13.67
Cutting in line change			
8 hrs.	1.991 hr.	15.93	
2 "	2.9865 "	5.97	
8 "	1.655"	13.24	
2 "	2.4825 "	4.97	40.11
Frog welding Gang #3			
8 hrs.	1.955 hr.	15.64	
4 "	2.935 hr.	11.74	27.38
PR-Extra Gangs Extra Gang 750 Line change			
56 hrs.	349.85 mo.	(22da)111.32	
56 "	294.85 "	" 93.82	
56 "	308.05 "	" 98.02	
56 "	1.715 hr.	96.04	
1480 hrs.	1.499 "	2218.52	2617.72
Camptender			
16 hrs.	2.25 hr.	36.00	36.00
Closing time rolls			
3 hrs.	2.73 hr.	8.19	8.19
Tieing in and raising new track			
2 hrs.	3.10 hr.	6.20	
2 "	2.61 "	5.22	
2 "	2.73 "	5.46	
2 "	2.575 "	5.15	
96 "	2.25	216.00	238.03

Rag

Extra Gang 746 - Distribute material				
16 hrs.	349.85 mo. (22)	31.80		
16 "	293.05 " "	26.64		
16 "	1.715 hr.	27.44		
16 "	1.631 "	26.10		
16 "	1.547 "	24.75		
496 "	1.499 "	743.50	880.23	
PR712-2				
Signal Gang #782				
Wiring and bonding track				
16 hrs.	440.81 mo. (26)	33.91		
96 "	2.003 hr.	192.29		
32 "	1.763 "	56.41		
16 "	1.715 "	27.44		
16 "	1.691 "	27.05	337.10	
			16911.49	
10% Supervision, Acctg., etc.			1691.15	
3% Vacation allowance			507.34	
6% RR Ret. & U.I. tax on 17418.83			1045.13	20155.11
Work Train Service				
Wages Trainmen		1054.15		
Enginemen		802.18		
Teleg. Clerk				
112 hrs.	1.835 hr.	205.52		
79¼ "	2.75 "	217.94		
		2279.79		
10% Supervision, Acctg., etc.		227.98		
3% Vacation allowance		68.39		
6% RR Ret. & Unemp. on 2348.18		140.89		2717.05
Vo. No. 310832 - Pers. Exps. Teleg. Clerk				28.00
Rental of Equipment:				
Loccs				
7000 Cls. 3 days	151.00 day	453.00		
5400 " 10 "	144.00 "	1440.00		
2700 " 1 "	85.00 "	85.00	1978.00	
Fuel:				
18466 Gals. fuel oil consumed	Gal. .04141		764.67	
Freight over our own lines:				
St. Johns, Ore. to Wyeth				
143113#	C# .135		193.20	
15% Increase			28.98	
Other Supplies:				
1041 Miles	Mile .3040		316.47	3281.32

Rag

Rental of Equipment:
Spread gravel

Loco Crane 0287	- 8 days	day - 30.00	240.00	
1 Rev. car	- 8 days	day - 2.00	16.00	
3 Outfit cars	- 24 "	" - 2.75	66.00	322.00

Extra Gang 750
Outfit cars - boarding

8 Rev. Cars	273 days	day - 2.00	546.00	
19 Outfit cars	570 "	" - 2.75	1567.50	
			2113.50	

Basis for apportionment

Total hours worked - Gang 750	5890		
Hours this job	4546	77.18%	
77.18% of 2113.50			1631.20

Extra Gangs 750
Rental of Equipment:
Truck Rental:

M W 70 and M W 71 - 1½ ton - 17 days		day -6.00	102.00	
1 - Motor Car	Mo. 20.00			
This job, 77.18% of	20.00		15.44	
Race wrench	½ day	day -3.50	1.75	
Bench grinder	2½ day	" 4.00	10.00	
Rail drill	1¼ day	" 3.50	4.37	
Power jack	½ day	" 7.50	3.75	
Power saw rail	1 day	" 2.50	2.50	139.81

Extra Gang 746
Boarding outfits

3 Rev. cars	90 days	" 2.00	180.00	
11 Outfit cars	330 "	" 2.75	907.50	
			1087.50	

Basis for apportionment

Total hours worked	6680		
Hours this job	5786	86.62%	
86.62% of 1087.50			941.99

Additional compensation for period Dec. 1952 to March 31, 1953, inclusive under Guthrie award dated March 18, 1953.

Dec. 1952	2644 hrs.	.04	105.76	
"	174-3/4 hrs.	.06	10.49	
Jan. 1953	1214 hrs.	.04	48.56	
"	9 "	.06	.54	
Feb. 1953	1569 "	.04	62.80	
"	66 "	.06	3.96	
Mar. 1953	1507 "	.04	60.28	
"	20 "	.06	1.20	293.59

Ray.

10% Supervision, acctg., etc.			29.36	
3% Vacation allowance			8.81	
6% RR Ret. & Unempl. on	302.40		18.14	349.90
TE #356				
70 cars 3150 cu. yds. gravel	-car 65.4864	4584.05		
Freight:				
Barnhart, Ore. to Wyeth				
8662500#	C# .14	12127.50		
12% Increase		1455.30	18166.85	
TE #380				
1 car 50 cu. yds. gravel	car 47.33	47.33		
Freight:				
Umitilla, Ore. to Wyeth				
137500#	C# .13	178.75		
12% Increase		21.45	247.53	18414.38
TE #210 - Mech. Dept.				
PR-752				
Sharpen digging and sealing bars				
Labor		8.01		
10% Supervision		.80		
3% Vacation allowance		.24		
6% RR Ret. & Unempl.	8.25	.50		9.55
485 #190				
125 ctns. plastic jt. packing	ctn. .51	63.75		
20 " " " "	" .52	10.40		
		74.15		
10% Cost of handling		7.42		
5% Freight		3.71		85.28
PR - Extra Gang - Gang 748				
May 1953				
Moving from Albina to Wyeth and setting up camp				
8 hrs.	349.85 mo. (21)	16.66		
8 "	308.05 (21)	14.67		
8 "	1.715 hr.	13.72		
256 "	1.499 "	383.74	428.79	
8 " Camp tender	2.25 hr.	18.00	18.00	

Rez

Construct Main Track in New Location
M.P. 50 to M.P. 52

56 hrs.	349.85 mo. (21)	116.62	
56 "	308.05 " "	102.68	
56 "	1.715 hr.	96.04	
1792 "	1.499 "	2686.21	3001.55

Extra Gang 746
Install temp. turnout M.P. 51.2

4 hrs.	349.85 mo. (21)	8.33	
4 "	293.05 "	6.96	
4 "	1.631 hr.	6.52	
48 "	1.499 "	71.95	

Pick up released ties, rails and fittings

16 hrs.	349.85 mo. (21)	33.32	
16 "	293.05 "	27.91	
16 "	1.715 hr.	27.44	
16 "	1.631 "	26.10	
16 "	1.547 "	24.76	
512 "	1.499 "	767.48	1000.77

Unload, haul, space and line cross ties
M.P. 51.2 to M.P. 52.3

48 hrs.	349.85 mo. (21)	99.96	
48 "	293.05 " "	83.73	
48 "	1.715 hr.	82.32	
32 "	1.631 "	52.19	
960 "	1.499 "	1439.04	1757.24

Laying Rail

28 hrs.	349.85 mo. (21)	58.31	
28 "	293.05 " "	48.84	
28 "	1.631 hr.	45.67	
32 "	1.715 "	54.88	
632 "	1.499 "	947.37	
20 " O.T.	2.25 "	45.00	1200.07

Make up time rolls

3 hrs. O.T.	2.60 hr.	7.80	

Close out time rolls

4 hrs. O.T.	2.60 hr.	10.40	18.20

Surfacing Main Track M.P. 50 to 51

16 hrs.	349.85 mo. (21)	33.32	
16 "	293.05 " "	27.91	
16 "	1.715 hr.	27.44	
16 "	1.631 "	26.10	
16 "	1.547 "	24.75	
496 "	1.499 "	743.50	883.02

Ray

Camp tender MO 50.55			
88 hrs.	1.499 hr.	131.91	
24 " O.T.	2.25 "	54.00	185.91
Camp tender - night			
8 hrs.	1.499 hrs.	11.99	11.99
Unload and line cross ties			
24 hrs.	349.85 mo. (21)	49.98	
24 "	293.05 " "	41.86	
24 "	1.715 hr.	41.16	
24 "	1.631 "	39.14	
24 "	1.547 "	37.13	
696 "	1.499 "	1043.30	1252.57
Extra Gang 750 Surfacing and lining			
48 hrs.	349.85 mo. (21)	99.96	
48 "	294.85 "	84.24	
48 "	308.05 "	88.01	
48 "	1.715 Hr.	82.32	
2096 "	1.499 "	3141.90	3496.43
Camp tender			
32 hrs. O.T.	2.25 hr.	72.00	72.00
PR - Other Gangs Crane 0287 Pick up track matl.			
32 hrs.	1.991 hr.	63.71	
6 " O.T.	2.985 "	17.91	
16 "	1.655 "	26.48	
4 " O.T.	2.485	9.94	118.04
Handle track matl.			
80 hrs.	1.991 hr.	159.28	
1½ " O.T.	2.985 "	4.48	
80 "	1.655 "	132.40	
1½ " O.T.	2.485 "	3.73	
Handle track matl. for line change			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	329.06
Spread gravel - line change			
8 hrs.	1.991 hr.	15.93	
1 " O.T.	2.985 "	2.99	
8 "	1.655 "	13.24	
1 " O.T.	2.485 "	2.49	34.65
PR-Ex. Gangs - Gang 746 Surface track			
24 hrs.	2.082 hr.	49.98	
24 "	1.744 "	41.87	

Rag

24 hrs.		1.715 hr.		41.16		
24 "		1.631 "		39.15		
24 "		1.547 "		37.13		
776 "		1.499 "		1163.22	1372.51	
Taking sick man to hospital						
4 hrs.		3.10 hr.		12.40		
4 "		2.60 "		10.40		
4 "		2.445 "		9.78	32.58	
					15213.38	
10% Supervision, Acctg., etc.					1521.34	
3% Vacation allowance					456.40	
6% RR Ret. & Unemp. on			15669.78		940.19	18131.31
Work Train Service						
Wages	Trainmen			737.73		
	Enginemen			554.20	1291.93	
Teleg. Clerk						
94 hrs.		1.835 hr.		172.49		
40 "		2.75 "		110.00	282.49	
					1574.42	
10% Supervision					157.44	
3% Vacation allowance					47.23	
6% RR Ret. & Unemp. on			1621.65		97.30	1876.39
Vo. No. 335245 Teleg. Clerk Pers. Exps.						26.50
Rental of Equipment:						
5400 Cls. Eng. - 18 days - day 144.00				2592.00		
Fuel consumed:						
13649 gals. fuel oil		gal .0482		657.88		
Freight St. Johns, Ore. to Wyeth Ore.						
105780#		C# .135		142.81		
Plus 15% Incr.				21.42		
Other Supplies:						
765 miles		Mi. .3040		232.56		3646.67
Boarding outfits						
Extra gang 746						
11 Outfit cars	331 days	Day 2.75		910.25		
5 Rev. cars	96 days	" 2.00		192.00		
				1102.25		
Basis for apportionment						
Total hours worked	5293					
Hours this job	4987	94.22%				
94.22% of		1102.25			1038.54	

Rag

Extra Gang 748					
16 Outfit cars	313 days	day 2.75	860.75		
5 Rev. cars	65 "	day 2.00	130.00		
			990.75		
Basis of apportionment					
Total hours worked	5870				
Hours this job	2248	38.3%		379.46	
Extra Gang 750					
24 Outfit cars	561 days	day 2.75	1542.75		
10 Rev. cars	307 "	" 2.00	614.00		
			2156.75		
Basis for apportionment					
Total hours worked	8158				
Hours this job	2320	28.44%			
28.44% of	2156.75			613.38	
Roadway Equipment					
2 days Race Wrench		day 3.50	7.00		
½ days Adzer A-2-39		" 7.50	3.75		
3 days Rail Drill		" 3.50	10.50		
1 days Power Jack J-13		" 7.50	7.50	28.75	2060.13
Trucks:					
MW 69 1-½ ton	29 days	" 6.00		174.00	
MW 9 "	18 "	" 6.00		108.00	
MW 8 "	16 "	" 6.00		96.00	
MW 70 "	4½ "	" 6.00		27.00	
MW 71 "	9½ "	" 6.00		57.00	462.00
Loco Crane 0287					
Crane 0287	15 days	" 30.00		450.00	
3 Outfit cars	45 "	" 2.75		123.75	
1 Rev. "	15 "	" 2.00		30.00	603.75
TE #456					
Crushed rock ballast					
8 cars 260 cu. yds.		car 64.4425		515.54	
Freight:					
Barnhart Ore. to Wyeth					
676,000#		C#.14		946.40	
12% Incr.				113.57	1575.51
F485 #223					
198 Ctns. Plastic Jt. Packing		Ctnl .51		100.98	
10% Cost of handling				10.09	
5% Freight over our own lines				5.05	116.12

Rag

June 1953

PR Extra Gangs

Extra Gang 746

Skelentonize and shift 400' of existing main line track MP51.2 to 52.3

8 hrs.	1.9875 hr. (22)	15.90	
3 " O.T.	3.10 hr.	9.30	
8 "	1.665 "	13.32	
7 " O.T.	2.60 "	18.20	
8 "	1.715 "	13.72	
3 " O.T.	2.575 "	7.72	
8 "	1.631 "	13.09	
3 " O.T.	2.445 "	7.34	
8 "	1.499 "	11.99	
3 " O.T.	2.25 "	6.75	
256 "	1.499 "	383.74	
96 " O.T.	2.25	216.00	717.07

Surfacing and lining trk. MP 51.2 to 52.3

88 hrs.	349.85 mo. (22)	174.93	
88 "	293.05 " "	146.53	
4 "	2.60 hr.	10.40	
68 "	1.715 "	116.62	
88 "	1.631 "	143.53	
40 "	1.547 "	61.88	
88 "	1.499 "	131.91	
16 " O.T.	2.25 "	36.00	
2624 hrs.	1.499 "	3933.35	4755.15

Laying rail MP 51.2 to 52.3

20 hrs.	349.85 mo. (22 da)	39.76	
20 "	293.05 "	33.30	
20 "	1.715 hr.	34.30	
20 "	1.631 "	32.62	
440 "	1.499 "	659.56	799.54

Raise Ballast

44 hrs.	349.85 mo. (22)	87.46	
7 " O.T.	3.10 hr.	21.70	
44 "	293.05 mo. "	73.26	
7 " O.T.	2.60 hr.	18.20	
44 "	1.715 "	75.46	
44 "	1.631 "	71.76	
1 " O.T.	2.575 "	2.58	
44 "	1.499 "	65.95	
16 " O.T.	2.25 "	36.00	
1440 "	1.499 "	2158.56	
10 " O.T.	2.25 "	22.50	2633.43

Extra Gang 748

Shifting track MP 52.25 to 52.33

200 hrs.	1.499 hr.	299.80	299.80

Ray

Surfacing and lining track			
72 hrs.	349.85 mo. (22)	143.12	
72 "	308.05 " "	126.02	
2 " O.T.	2.73 hr.	5.46	
72 "	1.715 "	123.48	
2968 hrs.	1.499 "	4449.03	
16 " O.T.	2.25 "	36.00	4883.11
Construct new track MP 50 to 52			
88 hrs.	349.85 mo. (22)	174.93	
3 " O.T.	3.10 hr.	9.30	
88 "	308.05 mo. (22)	154.03	
5 " O.T.	2.73 hr.	13.65	
88 "	1.715 "	150.92	
3 " O.T.	2.575 "	7.73	
3324 "	1.499 "	4982.68	
132 " O.T.	2.25 "	297.00	5790.24
Camptender			
16 hrs.	2.25 hr.	36.00	36.00
Meet and sign up new man			
2-2/3 hrs. O.T.	3.10 hr.	8.27	
1 " "	2.73 "	2.73	
2-2/3 " "	2.25 "	6.00	17.00
PR- Other Gangs			
Traxcavator			
Moving rail from old main line			
24 hrs.	1.919 hr.	46.06	46.06
Frog Gang #3			
Cutting and welding			
4 hrs.	2.935 hr.		11.74
Loco Crane 0287			
Load track matl.			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	29.17
Cutting in new main line			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	29.17
Handling track matl.			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	29.17
56 "	1.991 "	111.50	
1-1/2 hrs. O.T.	2.985 "	4.48	
56 hrs.	1.655 "	92.68	
1-1/2 " "	2.485 "	3.73	212.39
Traxcavator BD24			
Build up sub-grade MP52			
16 hrs.	1.919 hr.	30.70	30.70
Load and dump gravel			
16 hrs.	1.919 hr.	30.70	30.70

[illegible] tracks				
Sec. 11				
Cutting in new tracks MP-52				
16 hrs.	317.35 mo.	28.85		
72 "	1.535 hr.	110.52		
8 "	2.81 "	22.48		
37 "	2.305 "	85.30	247.15	
			20597.59	
10% Supervision, acctg., etc.			2059.76	
3% Vacation allowance			617.93	
6% RR Ret. and Unempl. on 21215.52			1272.93	24548.21
Work train service				
Wages - Trainmen		1001.31		
Enginemen		745.59	1746.90	
Teleg. Clerk				
112 hrs.	1.835 hr.	205.52		
65¼ "	2.75 "	179.44	384.96	
			2131.86	
10% Supervision, acctg., etc.			213.19	
3% Vacation allowance			63.96	
6% RR Ret. and Unemp. on 2195.82			131.75	2540.76
Vo. No. 331414				
Personal expenses - Teleg. Clerk				23.00
Rental of Equipment:				
5400 Class eng. - 3 days -	day 136.00		408.00	
7000-7800 Class eng. - 11 days -	day 151.00		1661.00	
Fuel Oil used:				
13157 gals.	gal. .04556		599.43	
Freight:				
St. Johns Ore. to Wyeth				
101967#	C# .135		137.66	
15% Incr.			20.64	
Other supplies:				
963 miles	Mi. .3040		292.75	3119.48
Extra Gang 746				
Boarding outfit				
4 Rev. Cars - 109 days -	day 2.00	218.00		
10 Outfit cars - 300 days -	day 2.75	825.00		
		1043.00		

Basis for apportionment:

Total hrs. worked:	6382		
Hours this job	5736	89.88%	
89.38% of	1043.00		937.45

Extra Gang 748 Boarding outfit					
3 Rev. Cars	90 days	day 2.00	180.00		
13 Outfit cars	390 "	" 2.75	1072.50		
			1252.50		
Basis for apportionment					
Total hrs. worked	7883				
Hours this job	7155	90.77%			
90.77% of 1252.50				1136.89	
Crane 0287					
2 days		day 30.00	60.00		
1 Rev. car	3 days	" 2.00	6.00		
3 Outfit cars	6 "	" 2.75	16.50	82.50	
Traxcavator 3 days		" 15.00	45.00	45.00	2201.84
Extra Gang 746					
MW 69 Truck 1½ ton	- 16 days	" 6.00		96.00	
Extra Gang 748					
MW 80 Truck 1½ ton	- 20 days	" 6.00		120.00	
Rail Drill	- 1 day	" 3.50		3.50	219.50
PR-712-1 Signal Gang 782 Bonding of rails and installing underground wiring					
16 hrs.		440.81 mo. (26)	33.91		
120 "		2.003 hr.	240.36		
24 "		1.787 "	42.89		
8 "		1.763 "	14.10		
24 "		1.691 "	40.58		
			371.84		
10% Supervision, acctg., etc.			37.18		
3% Vacation allowance			11.16		
6% RR Ret. and Unemp. on 383.00			22.98		443.16
Rental of equipment					
7 Revenue Cars	- 210 days -	day 2.00	420.00		
6 Outfit cars	- 180 days -	day 2.75	495.00		
			915.00		
Basis for apportionment:					
Total hours worked	2231				
Hours this gang	192	8.6%			
8.6% of 915.00					78.69

MW 68 Chev. 2 ton truck	2 days day 8.00	16.00		
Motor car	2 days " .75	1.50		17.50
PR-Tracks Sec. 10 Aligning, surfacing and patrol new track				
60 hrs.	2.81 hr.	168.60		
34 "	2.305 "	78.37		
22 "	2.25 "	49.50	296.47	
Patroling and cutting in new track Sec. 10				
27 hrs.	2.81 hr.	75.87		
19½ "	3.748 "	73.04		
36 "	2.305 "	82.98		
22½ "	3.07 "	69.08		
8 "	2.25 "	18.00		
7½ "	3.00 "	22.50	341.47	
			637.94	
10% Supervision, acctg., etc.			63.79	
3% Vacation allowance			19.14	
6% RR Ret. and Unempl. on 657.08			39.42	760.29
TE #562 Rip Rap - Chatfield				
1560 cu yds. - 52 cars -	car 46.594		2422.89	
TE #556 Crushed rock - Barnhart				
3825 cu. yds.- 85 cars -	car 64.6765		5497.50	
Freight: Rip Rap Chatfield Ore to Wyeth				
4027920#	C# .05½	2215.36		
Incr. 12%		265.84	2481.20	
Crushed rock - Barnhart to Wyeth				
9,945,000#	C# .14	13923.00		
Incr. 12%		1670.76	15593.76	25995.35
502-1 #1000 Wire switch and bond track				
200 ft. Single cond. wire #9 AWG 5/64" wall Kerite insulation tape and 2 jutes NG finish ft.	.11	22.00		
100 ft. PA-2 Tigerweld bonds, ea.	.29	29.00		

Lag

2	Cont. insulated joints, 6 hole armored for 133# RE Rail CF Dwg. 54838	ea. 22.92	45.84		
8	C-8-20" long special stub end track connector	ea. .47	3.76		
			100.60		
	10% cost of handling		10.06		
	5% in lieu of freight		5.03		115.69
	TE #589 - Cost of Oxweld material				
100	cu. ft. Acetylene	cu. ft. 2.23	2.23		
244	" Oxygen	" .78	1.90		
1#	Weld rods	lb. .30	.30		4.43
	485#				
51	Ctns. plastic jt. packing	ctn. .52	26.52		
67	" " " "	ctn. .51	34.17		
			60.69		
	10% cost of handling		6.07		
	5% in lieu of freight		3.03		69.79
July 1953					
	Extra Gang PR-				
	Ex. Gang 746				
	Retire old main line				
40 hrs.		1.90135 hr.	76.05		
40 "		1.592 hrs.	63.68		
40 "		1.715 "	68.60		
40 "		1.631 "	65.24		
24 "		1.547 "	37.13		
40 "		1.499 "	59.96		
8 "	O.T.	2.25 "	18.00		
712 "		1.499 "	1067.29	1455.95	
	Remove temporary turnout				
8 hrs.		1.90135 hr.	15.21		
8 "		1.592 "	12.74		
8 "		1.715 "	13.72		
8 "		1.631 "	13.05		
8 "		1.499 "	11.99		
8 "		1.547 "	12.37		
144 "		1.499 "	215.86	294.94	
	Spotting and lining track				
24 hrs.		1.90135 hr.	45.64		
8 "	O.T.	3.10 "	24.80		
24 "		1.592 "	38.22		
3 "	O.T.	2.60 "	7.80		
24 "		1.715 "	41.16		
8 "		2.575 "	20.60		
24 "		1.631 "	39.14		
8 "	O.T.	2.445 "	19.56		
24 "		1.547 "	37.13		

8 hrs. O.T.	2.32 hr.	18.56		
24 "	1.499 "	35.97		
8 "	2.25 "	18.00		
512 "	1.499 "	767.48		
32 "	2.25 "	72.00		
40 " Extra Gang 748	349.85 mo. (23)	76.05		
1 " O.T.	3.10 hr.	3.10		
40 "	308.05 mo. (23)	66.96		
1 "	2.73 hr.	2.73		
24 "	1.715 "	41.16		
1 "	2.575 "	2.58		
1360 "	1.499 "	2038.64		
51 "	2.25 "	114.75	3532.03	
40 hrs.	349.88 mo. (23)	76.05		
40 "	308.05 mo. "	66.96		
40 "	1.715 hr.	68.60		
1 "	2.575 "	2.58		
1304 "	1.499 "	1954.70	2168.89	
			7451.81	
10% Supervision, acctg., etc.			745.18	
3% Vacation allowance			223.55	
6% RR Ret. and Unemp. on 7675.36			460.52	8881.06
Work Train Service				
Wages - Trainmen		498.75		
Enginemen		385.49		
Teleg. Clerk				
56 hrs.	1.835 hr.	102.76		
32-3/4 hrs.	2.75 "	90.06	1077.06	
10% Supervision, acctg., etc.			107.71	
3% Vacation allowance			32.31	
6% RR Ret. and Unemp. on 1109.37			66.56	1283.64
Vo. No. 358105				
Personal Expenses - Teleg. Clerk				14.00
Rental of Engine:				
5500 Cls. Loco - 1 day -	day	136.00	136.00	
7000-7800 Cls. Loco - 7 days -	"	151.00	1057.00	
Fuel Oil consumed:				
6941 gals.	gal.	.04298	298.32	
Freight:				
St. Johns Ore to Wyeth				
53793#	C#	.135	72.62	
15 % Incr.			10.89	1574.83

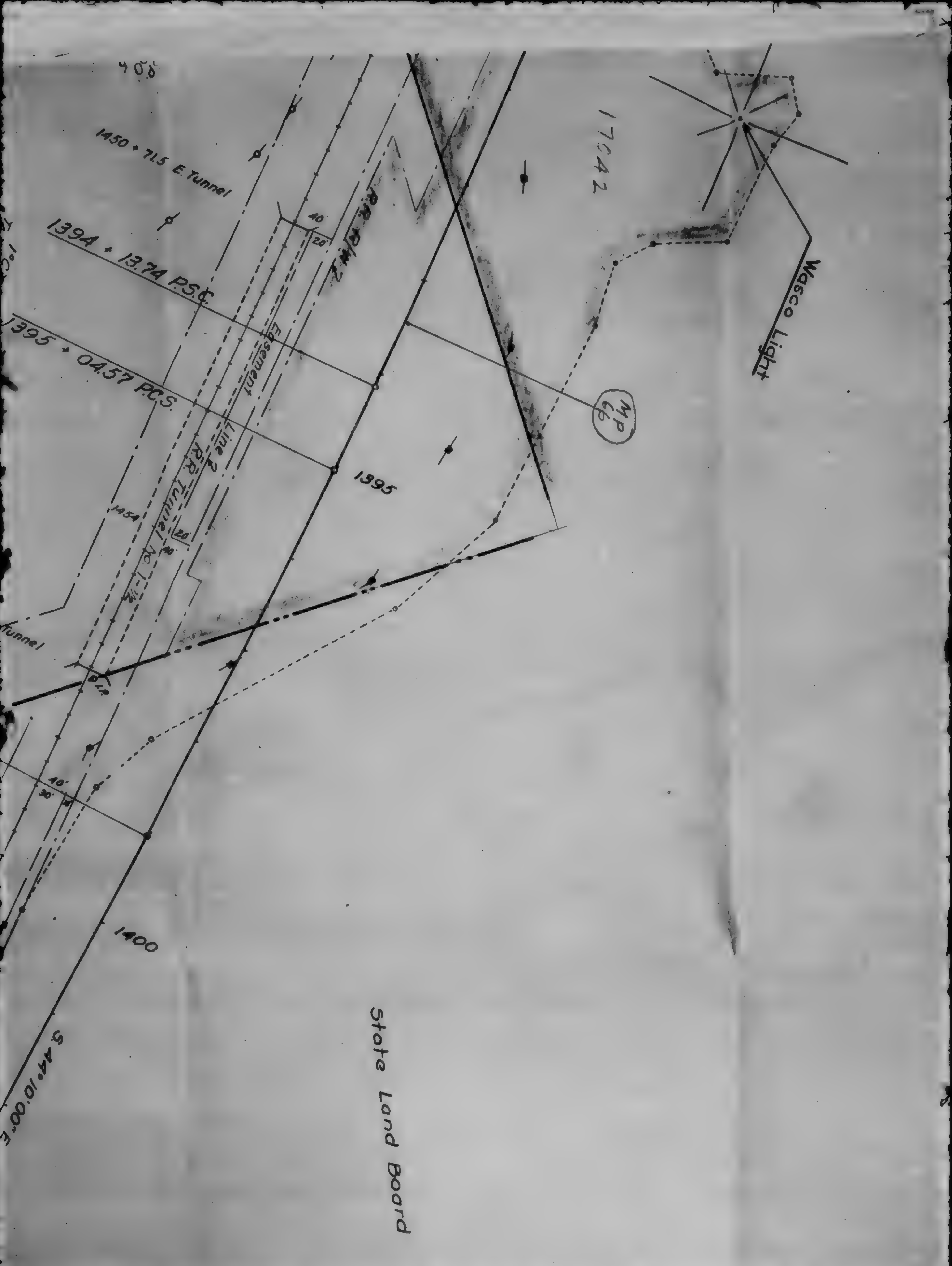
Ray

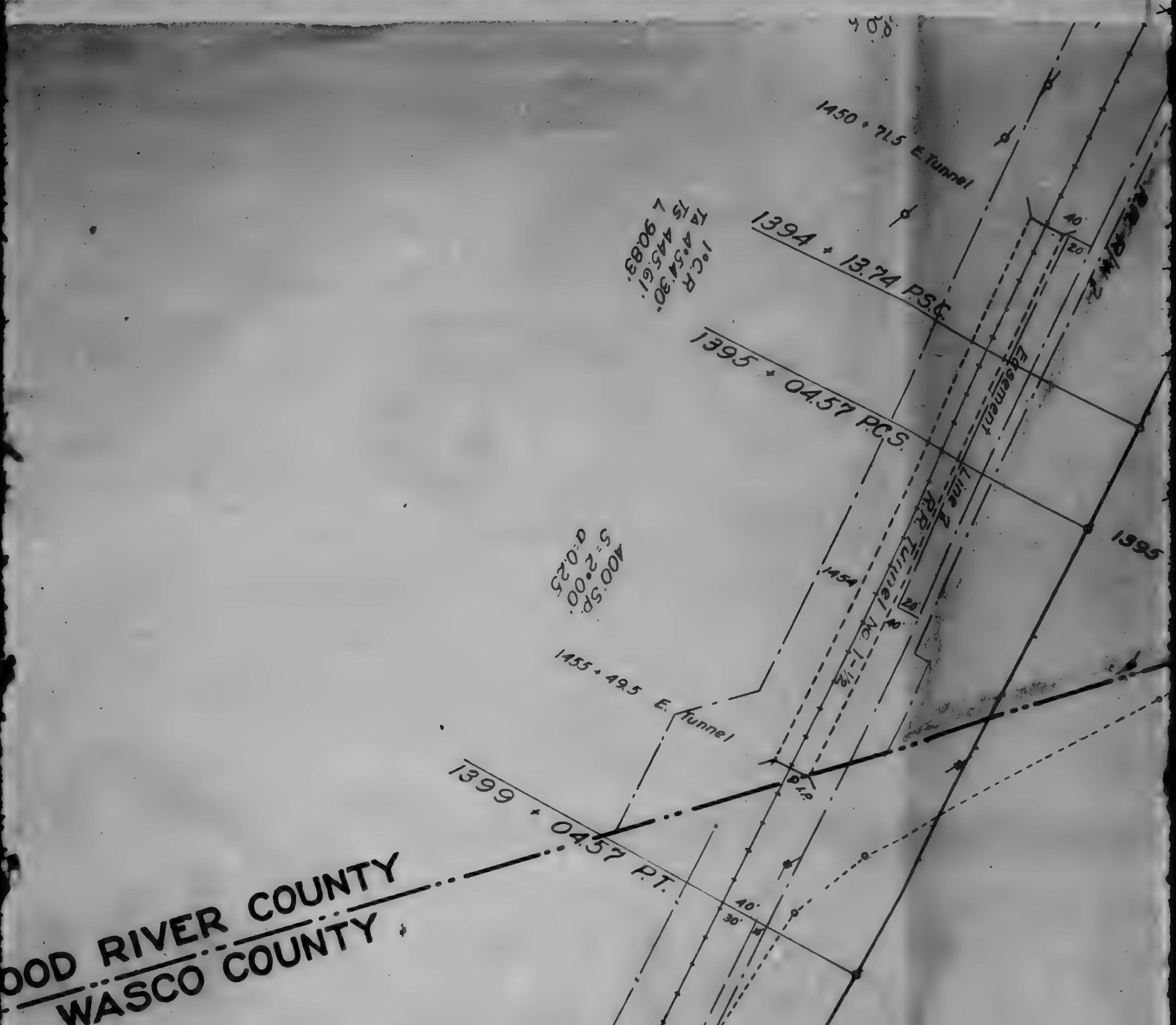
Extra Gang 746					
Boarding outfit					
3 Rev. Cars	- 73 days -	day 2.00	146.00		
14 Outfit cars	-337 " -	day 2.75	926.75		
			1072.75		
Basis for apportionment:					
Total hrs. worked	4694				
Hours this job	1867	39.77%			
39.77% of 1072.75					426.63
Extra Gang 748:					
Boarding Outfits:					
3 Rev. cars	- 71 days -	day 2.00	142.00		
13 Outfit cars	-373 days -	day 2.75	1025.75		
			1167.75		
Basis for apportionment					
Total hours worked	5764				
Hours this job	2943	51.06%			
51.06% of 1167.75					596.25
Trucks					
MW 80 1½ ton	- 8 days -	day 6.00	48.00		
MW 69 1½ ton	-10 days -	day 6.00	60.00		108.00
Vo. No. 344353					
Morrison-Knudsen-Co., Inc.					
Place Rock (M.P. 51.5)			752.62		
Place Rock (M.P. 57.7)			101.83		854.45
Crushed Rock:					
Barnhart pit					
135 cu. yds.	4 cars	car 53.80		215.20	
Freight:					
351,000#		C# .14		491.40	
Incr. 12%				58.97	765.57
PR-Other Gangs					
Crane 0287					
Pick up track material					
64 hrs.	1.991 hr.		127.42		
25 "	2.985 "		7.46		
64 "	1.655 "		105.92		
25 "	2.485 "		6.21	247.01	
10% Supervision, acctg., etc.				24.70	
3% Vacation allowance				7.41	
6% RR Ret. and unemp. on 254.42				15.27	

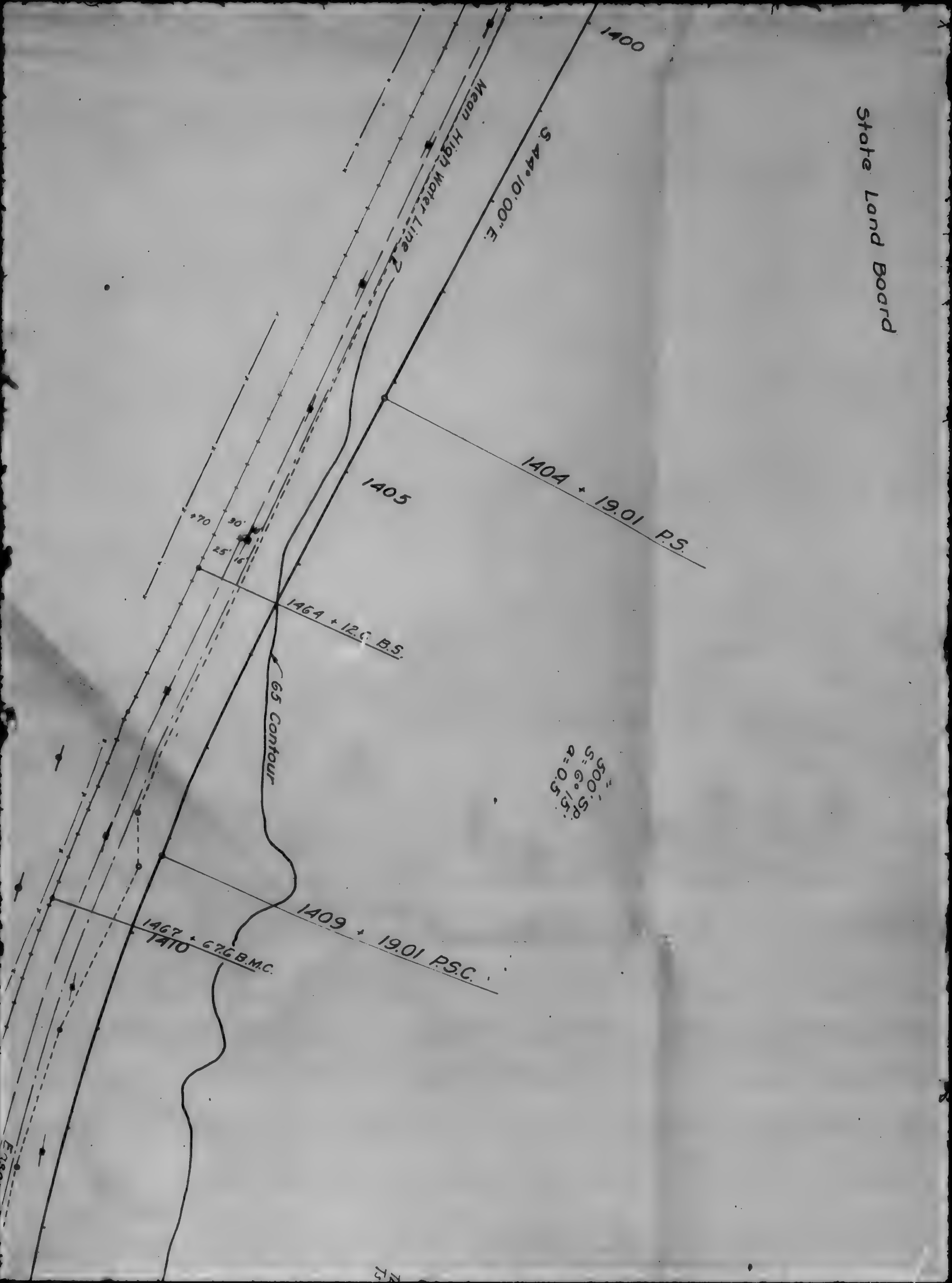
Rag

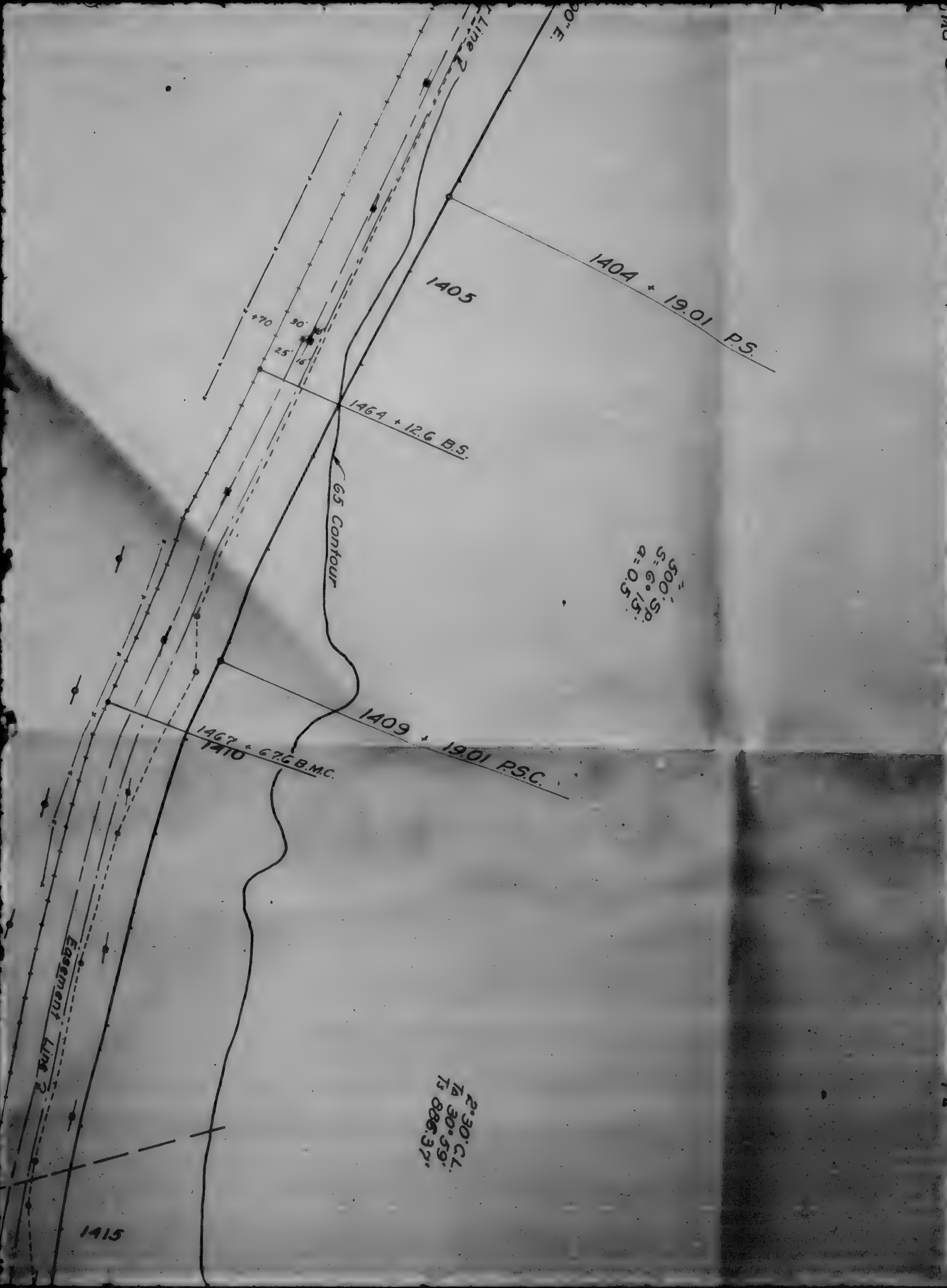
Rental:						
Crane 0287	- 8 days -	day	30.00	240.00		
1 Rev. Car	- 8 days -	day	2,00	16.00		
3 Outfit cars,	- 8 days - 24	day	2.75	66.00	322.00	616.39
Main track						
9 L ft. 133.4# 1st Qual Rail		400# NT		93.20	18.64	
10% cost of handling on 18.64					1.86	
Freight:						
Seattle to Wyeth						
400# Rail	C# .30			1.20		
E.C. 15%				.18	1.38	21.88
						$311997.07

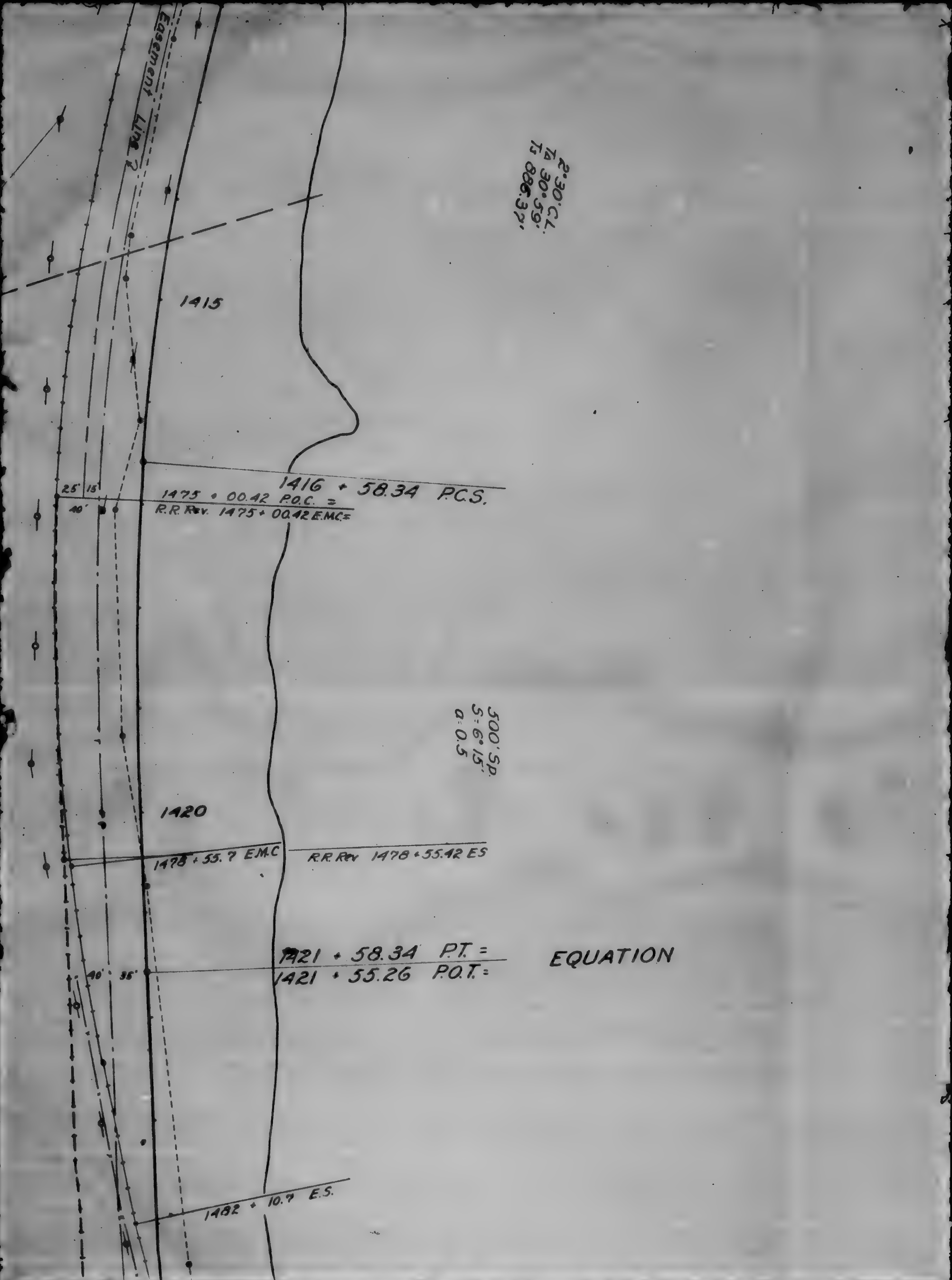
Ray

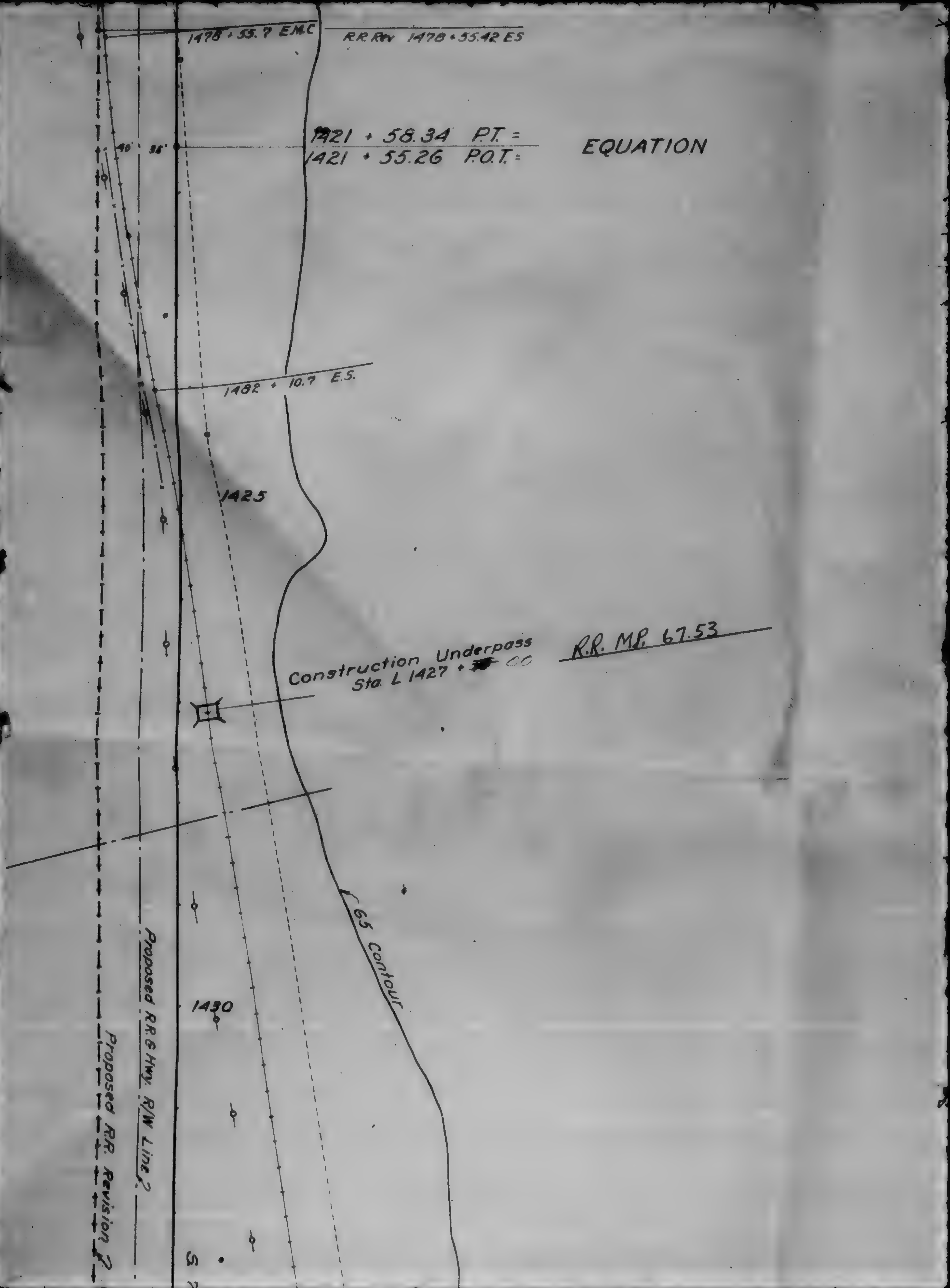

408
1450 + 71.5 E. Tunnel
1394 + 13.74 P.S.C.
1395 + 04.57 P.C.S.
R.R. R/W 2
40
20
Easement
Line 2
R.R. Tunnel No 1-1/2
1454
20'
30'
17042
Wasco Light
MP 66
1395
Tunnel
P.I.
40'
30'
1400
S. 44°10'00" E.
State Land Board

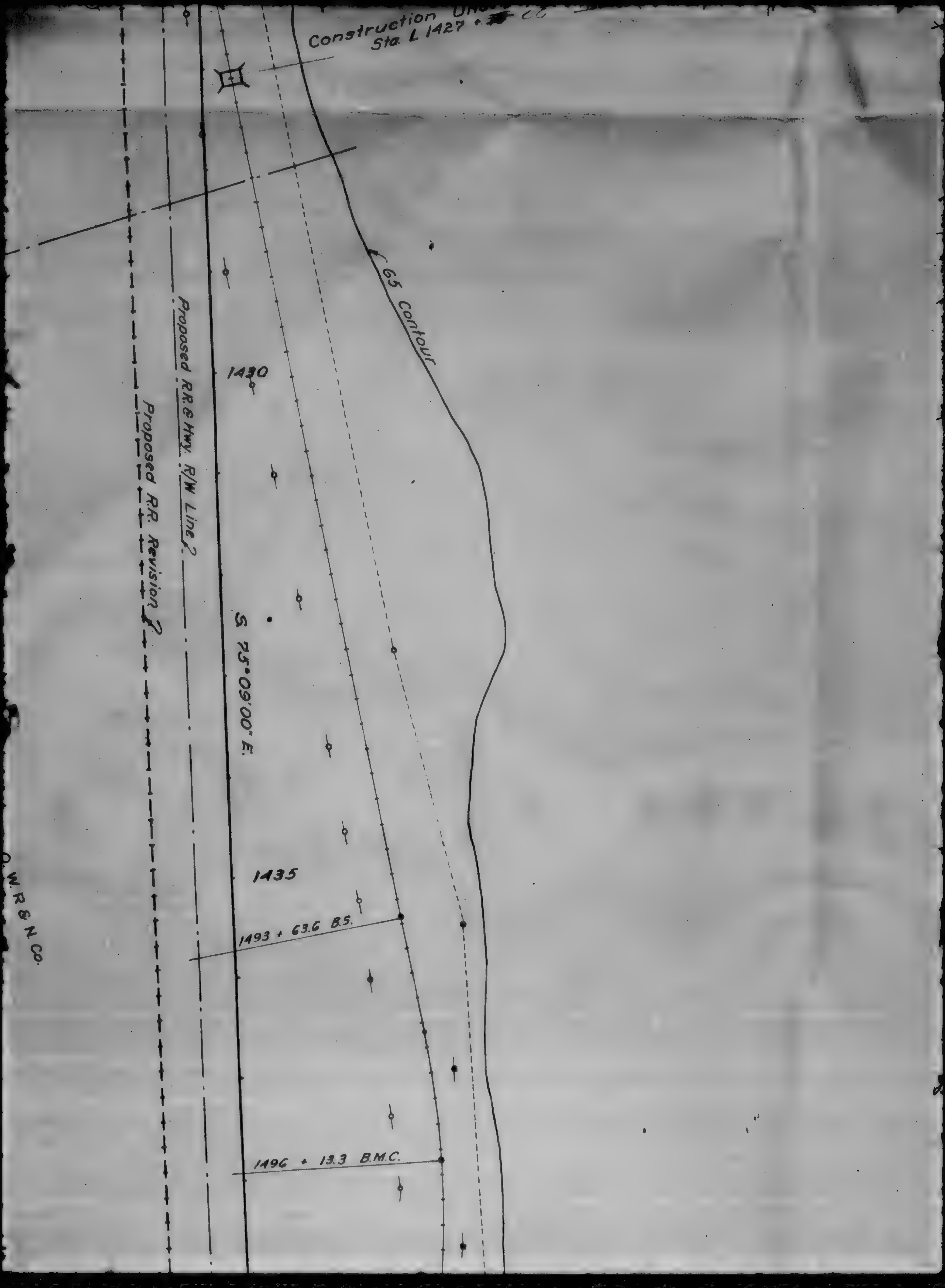

1450 + 71.5 E. Tunnel
1°C.R
4°54'30"
445.61
T4 15 L 90.83
1394 + 13.74 P.S.C.
40'
20'
R.R. R/W 2
Easement
Line 2
1395 + 04.57 P.C.S.
R.R. Tunnel No. 1-1/2
1395
400 SP.
S 2°00'
a 0.25
1454
20'
10'
1455 + 49.5 E. Tunnel
1399 + 04.57 P.T.
40'
30'
OOD RIVER COUNTY
WASCO COUNTY
1400
Mean High Water Line 2
S. 44°10'00" E.
State Land Board

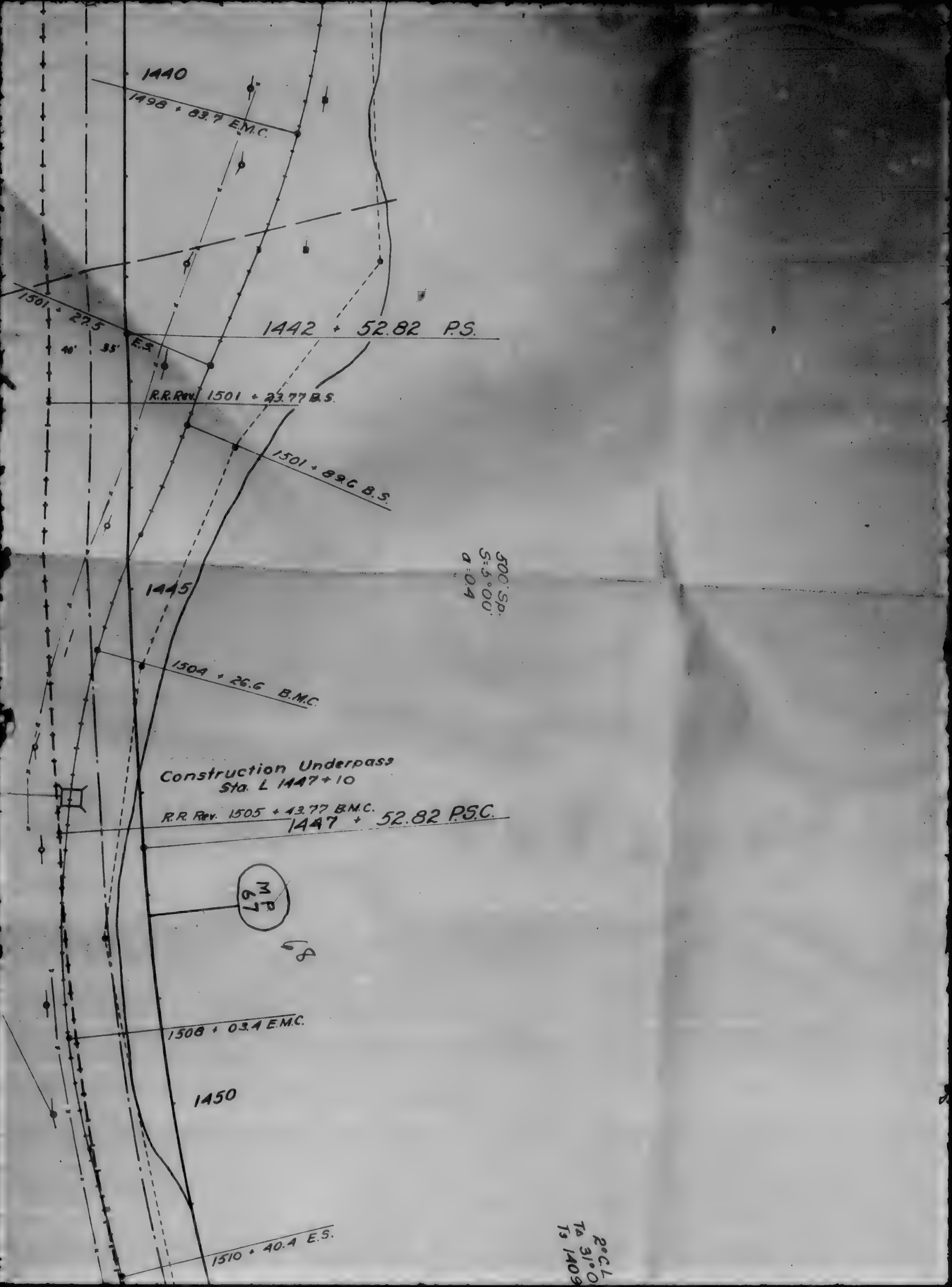

1400
State Land Board
Mean High Water Line 2
S.44°10'00" E.
1404 + 19.01 P.S.
1405
+70
30'
25'
16'
1464 + 12.C B.S.
65 Contour
500' S.P. 15
S: G° 15
a: 0.5
1409 + 19.01 P.S.C.
1467 + 67.C B.M.C.
1410

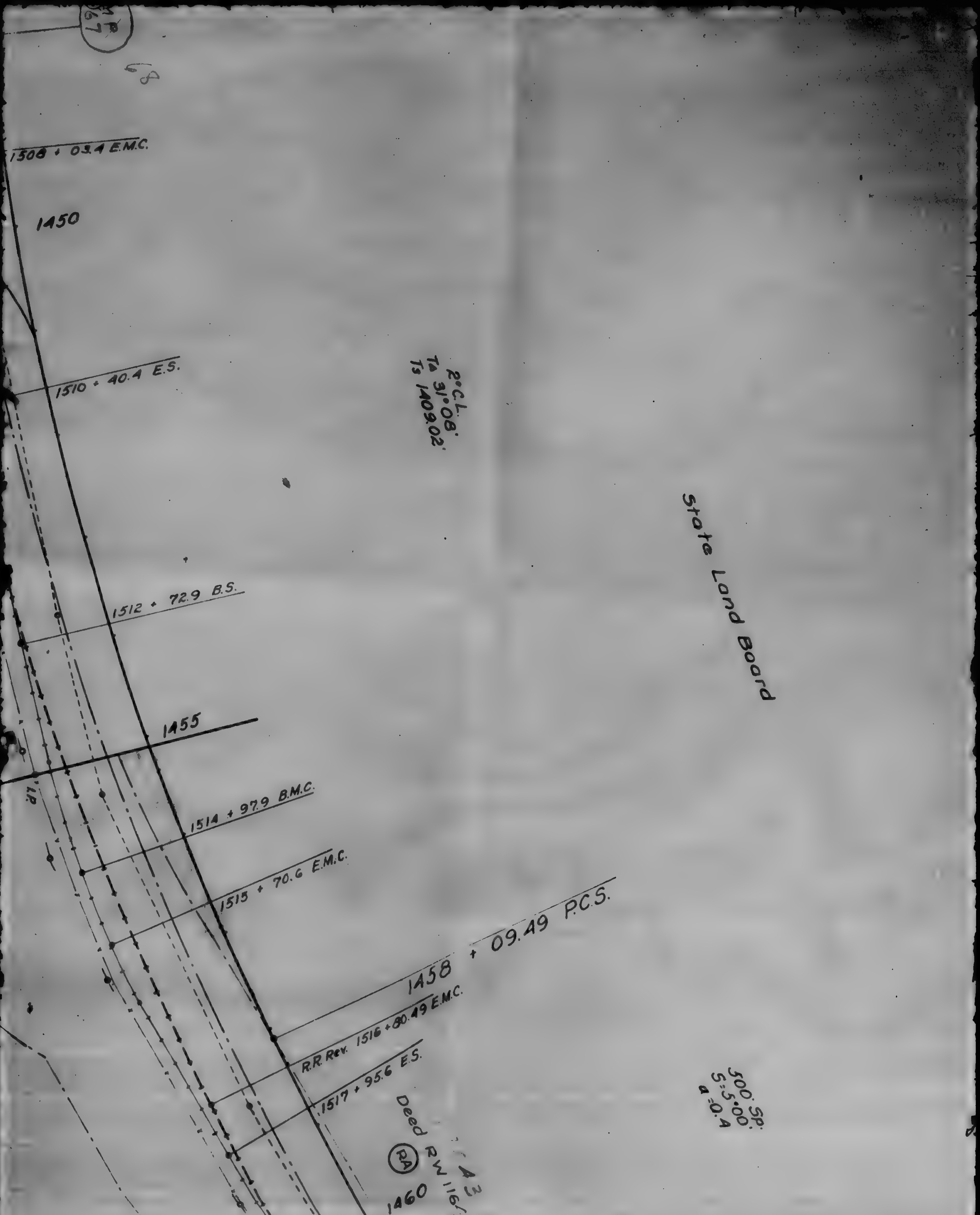

3.00'
Line 2
1404 + 19.01 P.S.
1405
+70
30'
25'
15'
1464 + 12.6 B.S.
65 Contour
500' Sp.
S: 6° 15'
a: 0.5
1409 + 19.01 P.S.C.
1467 + 67.6 B.M.C.
1410
Easement Line 2
2°30' C.L.
TA 30°59'
TS 886.37'
1415

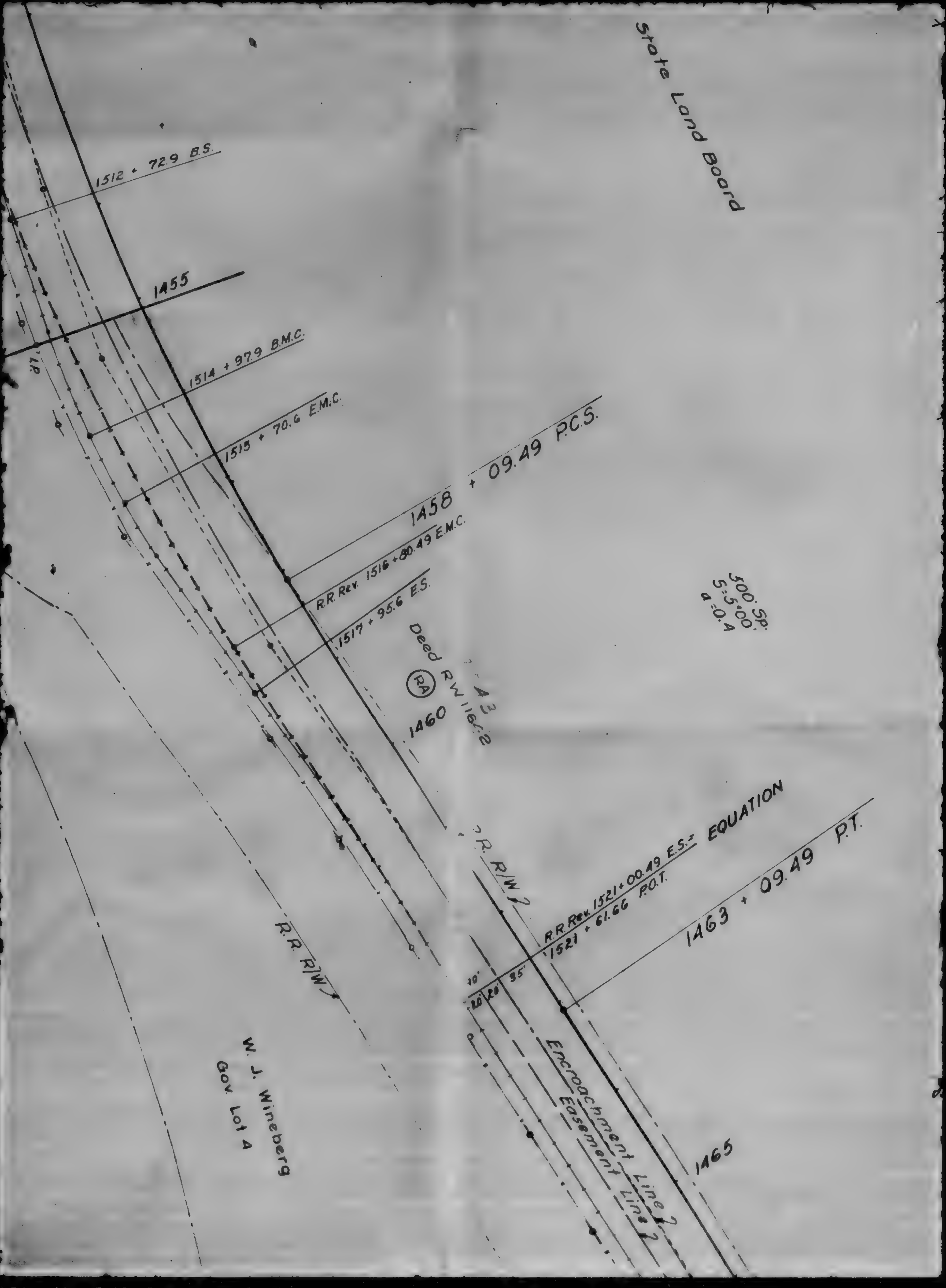

Easement Line 2
2°30' C.L.
TA 30°59'
TS 886.37'
1415
1416 + 58.34 P.C.S.
25'
15'
40'
1475 + 00.42 P.O.C. =
R.R. Rev. 1475 + 00.42 E.M.C=
500' SP.
S: 6°15'
a: 0.5
1420
1478 + 55.7 E.M.C
R.R. Rev 1478 + 55.42 ES
1421 + 58.34 P.T. =
1421 + 55.26 P.O.T. =
EQUATION
40'
35'
1482 + 10.7 E.S.

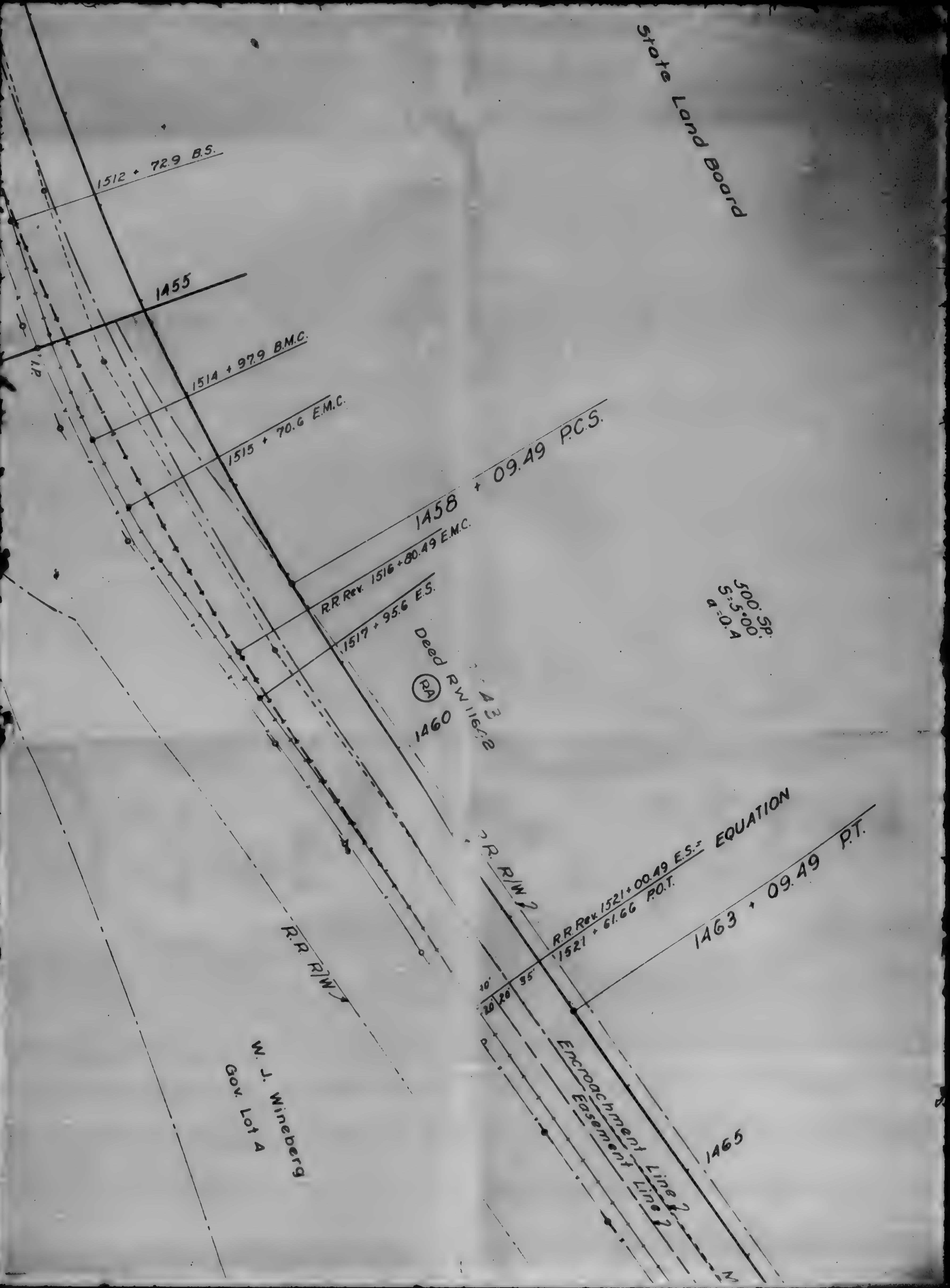

1478 + 55.7 EMC
R.R. Rev 1478 + 55.42 ES
1421 + 58.34 P.T. =
1421 + 55.26 P.O.T. =
EQUATION
40'
35'
1482 + 10.7 E.S.
1425
Construction Underpass
Sta. L 1427 + [illegible] 00
R.R. M.P. 67.53
65 Contour
1430
Proposed R.R. & Hwy. R/W Line ?
Proposed R.R. Revision ?

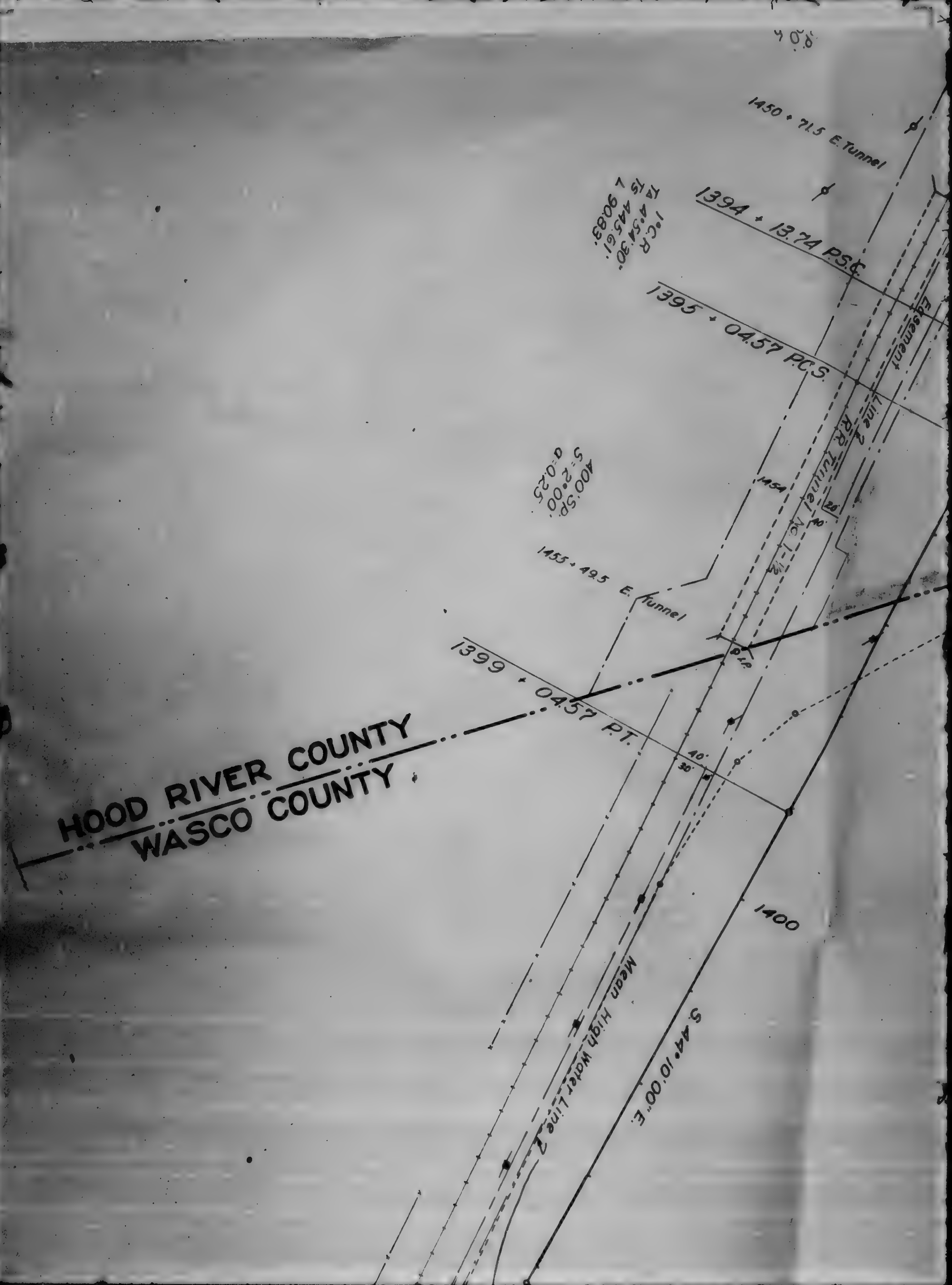

Construction
Sta. L 1427 +
65 Contour
Proposed R.R. & Hwy. R/W Line
Proposed R.R. Revision
1430
S 75°09'00" E.
1435
1493 + 63.6 B.S.
1496 + 13.3 B.M.C.
O.W.R.&N. CO.

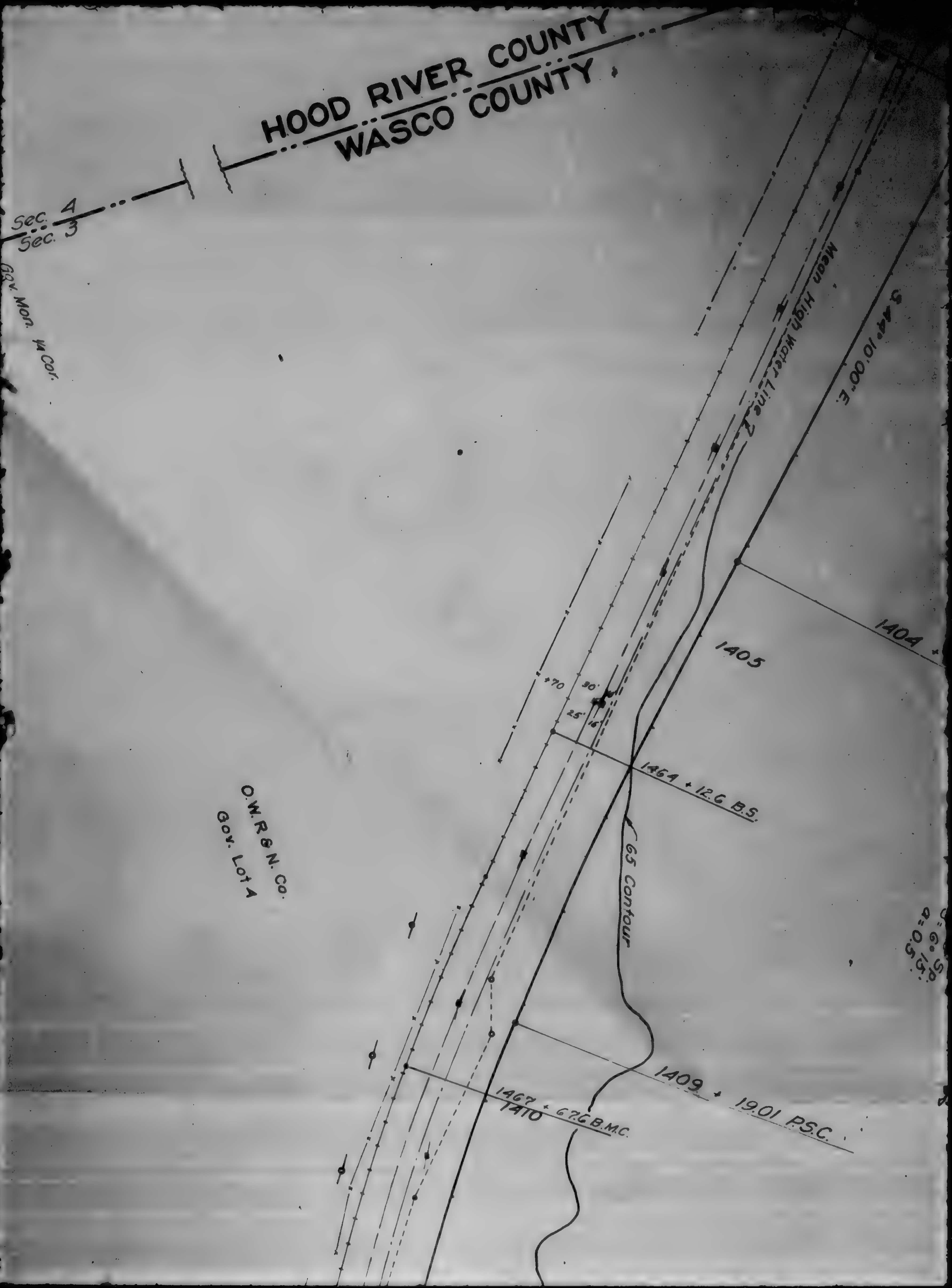

1440
1498 + 83.7 E.M.C.
1501 + 27.5 E.S.
40'
35'
1442 + 52.82 P.S.
R.R. Rev. 1501 + 23.77 B.S.
1501 + 89.6 B.S.
500' Sp.
S=5°00'
a=0.4
1445
1504 + 26.6 B.M.C.
Construction Underpass
Sta. L 1447+10
R.R. Rev. 1505 + 43.77 B.M.C.
1447 + 52.82 P.S.C.
M.P.
67
68
1508 + 03.4 E.M.C.
1450
1510 + 40.4 E.S.
2°C.L
To 31°0
Ts 1409

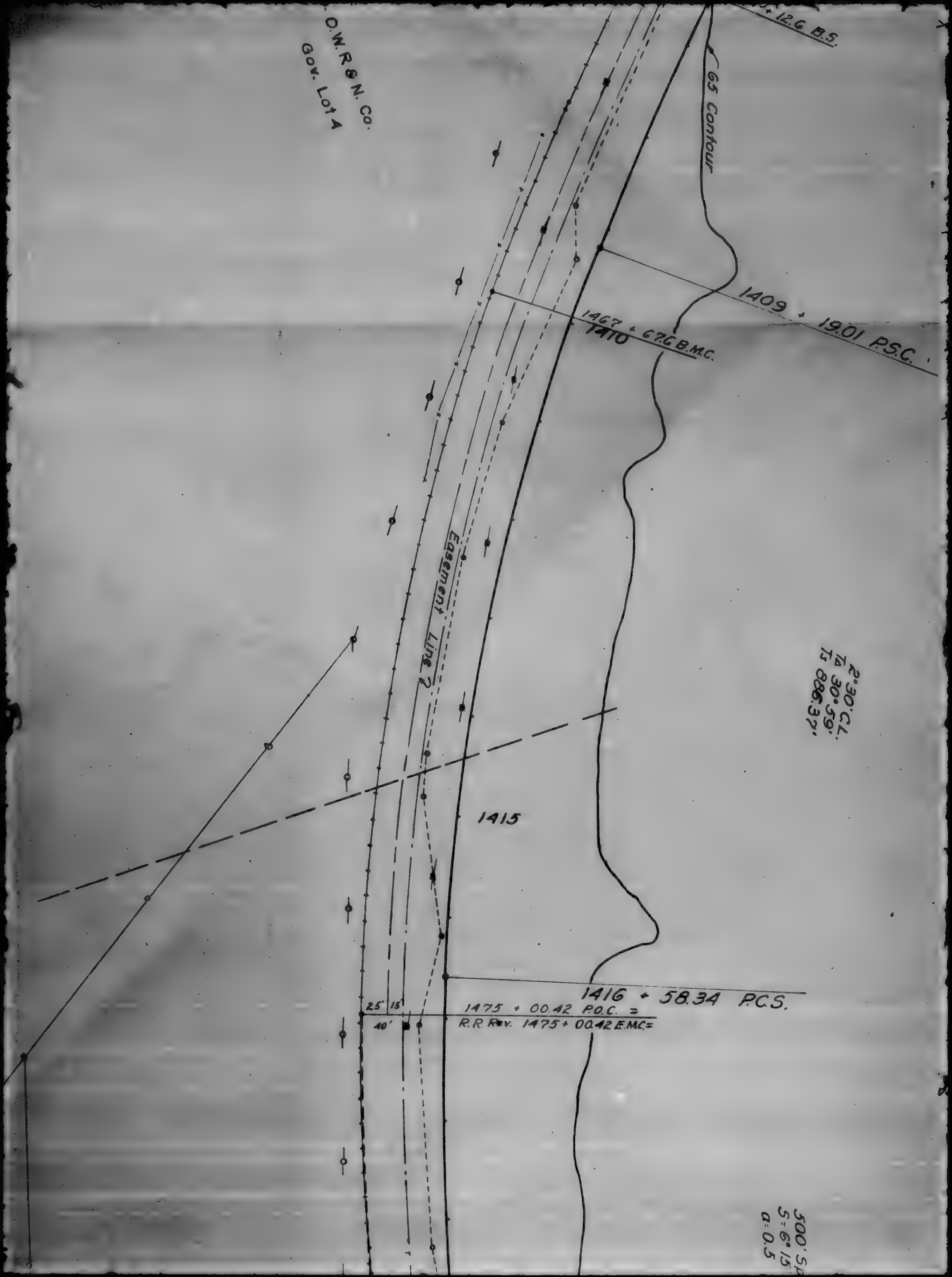

67
68
1508 + 03.4 E.M.C.
1450
1510 + 40.4 E.S.
2°C.L.
Ta 31°08'
Ts 1409.02'
State Land Board
1512 + 72.9 B.S.
1455
L.P.
1514 + 97.9 B.M.C.
1515 + 70.6 E.M.C.
1458 + 09.49 P.C.S.
R.R. Rev. 1516 + 80.49 E.M.C.
1517 + 95.6 E.S.
Deed
RA
RW 116-12
A3
1460
500' SP.
S=5.00'
a =0.4
EQUATION

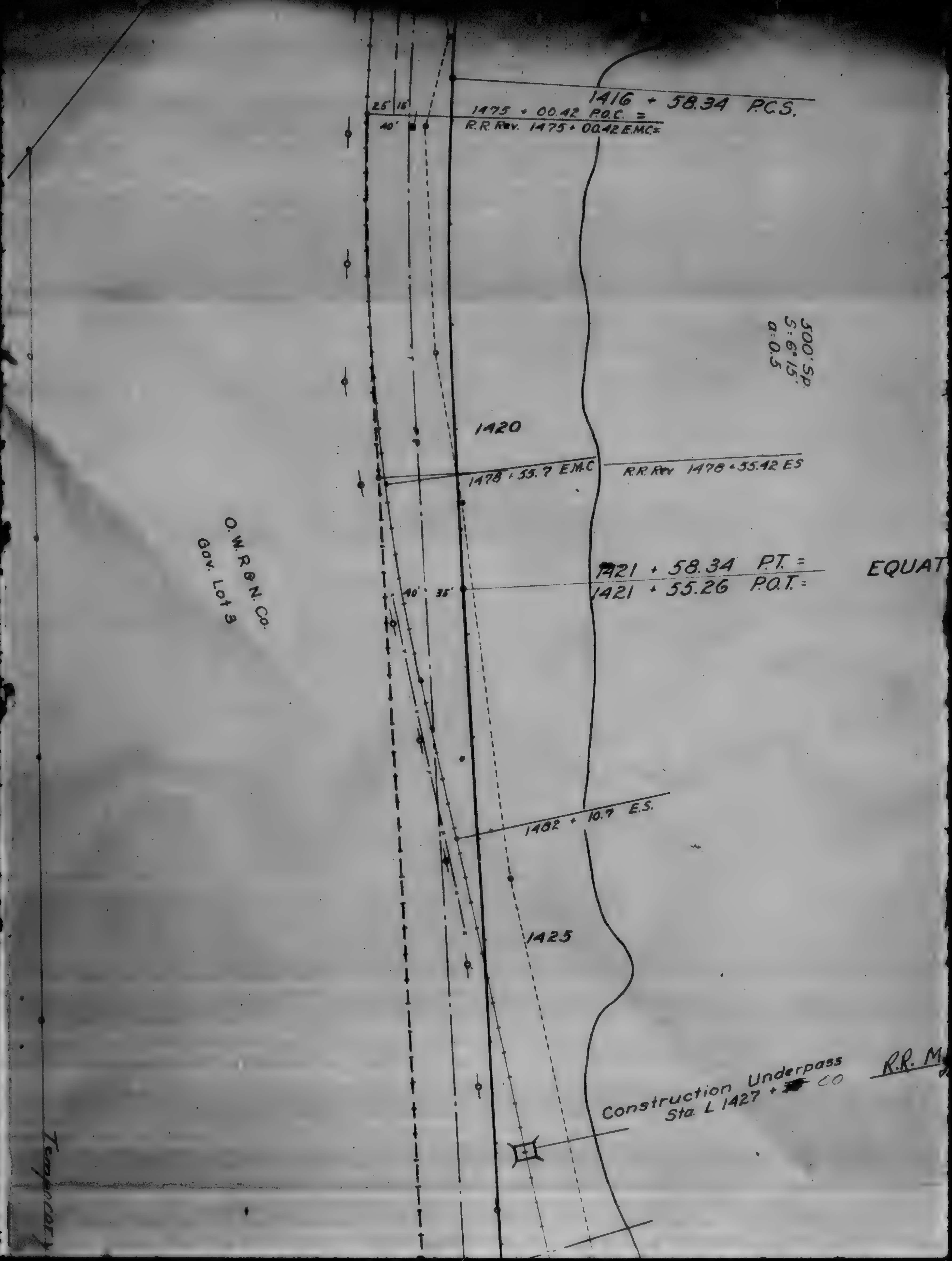

State Land Board
1512 + 72.9 B.S.
1455
1514 + 97.9 B.M.C.
I.P.
1515 + 70.6 E.M.C.
1458 + 09.49 P.C.S.
R.R. Rev. 1516 + 80.49 E.M.C.
1517 + 95.6 E.S.
Deed RW 116-2
RA
A3
1460
500' SP.
S=5°00'
a=0.4
R.R. R/W
R.R. R/W
R.R. Rev. 1521 + 00.49 E.S. = EQUATION
1521 + 61.66 P.O.T.
1463 + 09.49 P.T.
10'
20
20
35'
Encroachment Line
Easement Line
1465
W. J. Wineberg
Gov. Lot 4

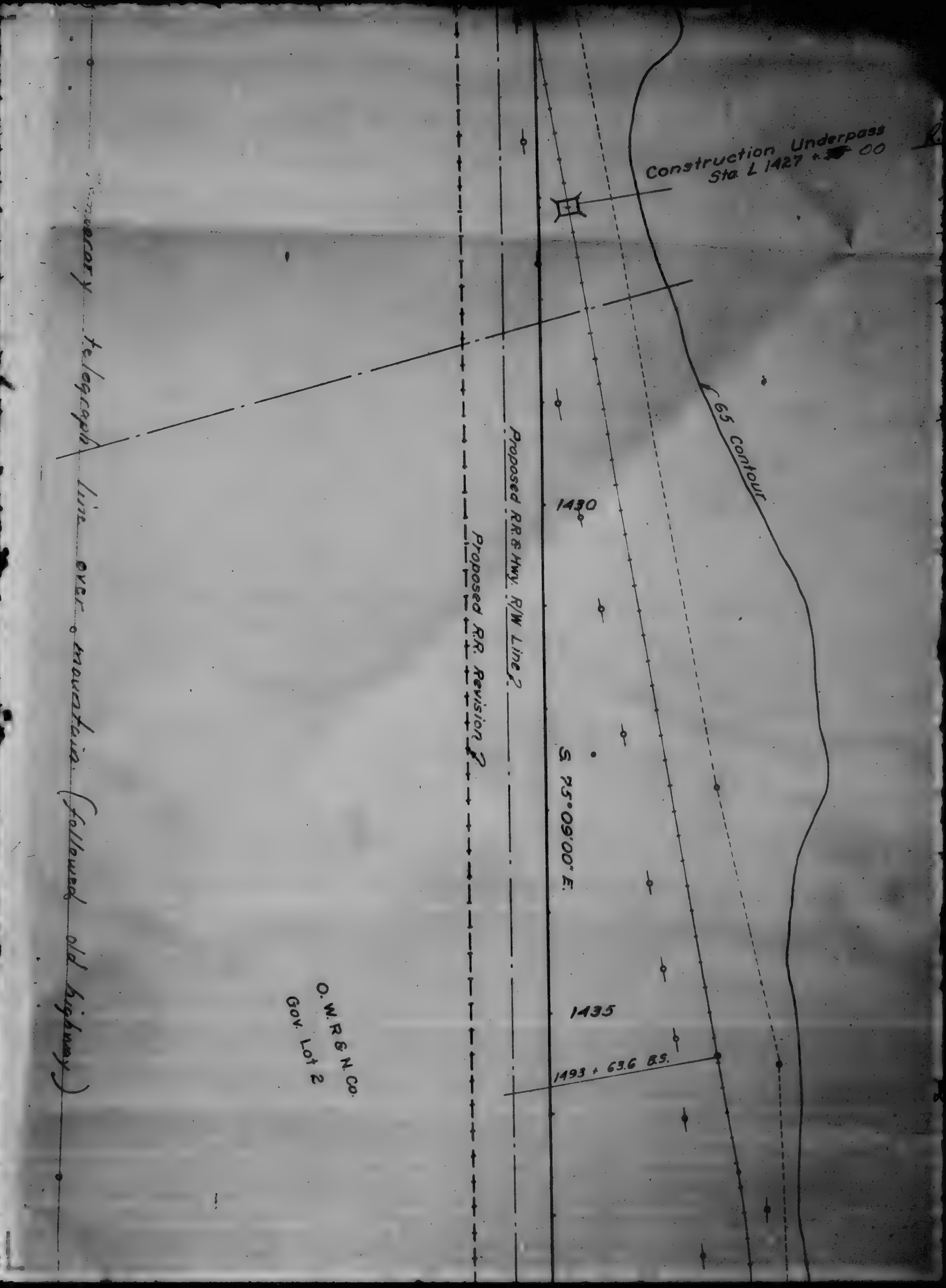

State Land Board
1512 + 72.9 B.S.
1455
1514 + 97.9 B.M.C.
I.P.
1515 + 70.6 E.M.C.
1458 + 09.49 P.C.S.
R.R. Rev. 1516 + 80.49 E.M.C.
1517 + 95.6 E.S.
Deed RW 1161.2
RA
A3
1460
500' SP.
S=5.00'
a=0.4
R.R. R/W
R.R. Rev. 1521 + 00.49 E.S.= EQUATION
1521 + 61.66 P.O.T.
1463 + 09.49 P.T.
10'
20
20'
35'
R.R. R/W
W. J. Wineberg
Gov. Lot 4
Encroachment Line
Easement Line
1465

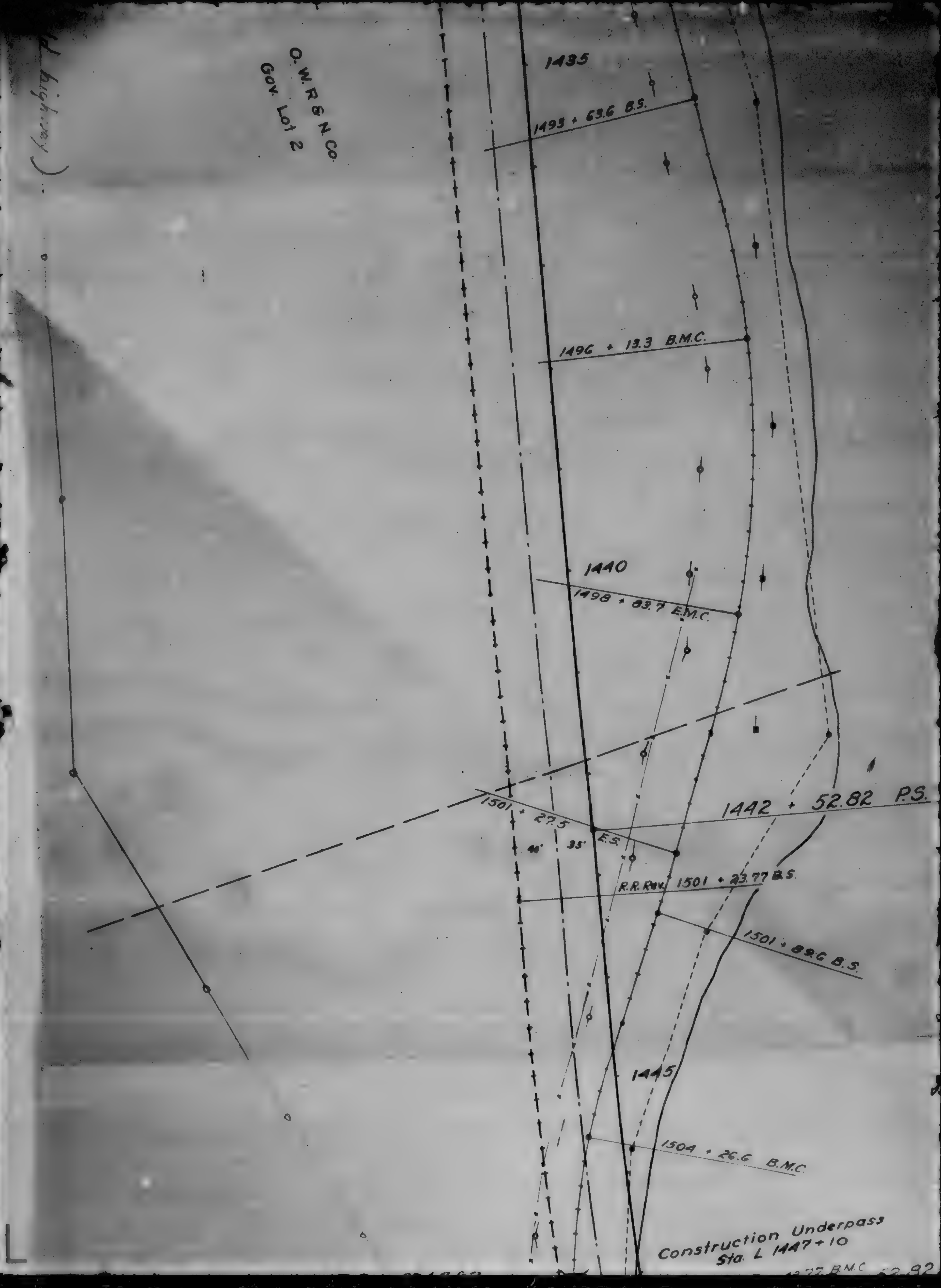

1450 + 71.5 E. Tunnel
1394 + 13.74 P.S.C.
1°C.R.
Δ 4°54'30"
T 445.61
L 90.83
1395 + 04.57 P.C.S.
Easement
Line 2
R.R. Tunnel No. 1-1/2
1454
20'
40'
400' SP.
S = 2°00'
a = 0.25
1455 + 49.5 E. Tunnel
1399 + 04.57 P.T.
40'
30'
HOOD RIVER COUNTY
WASCO COUNTY
1400
Mean High Water Line 2
S. 44°10'00" E.

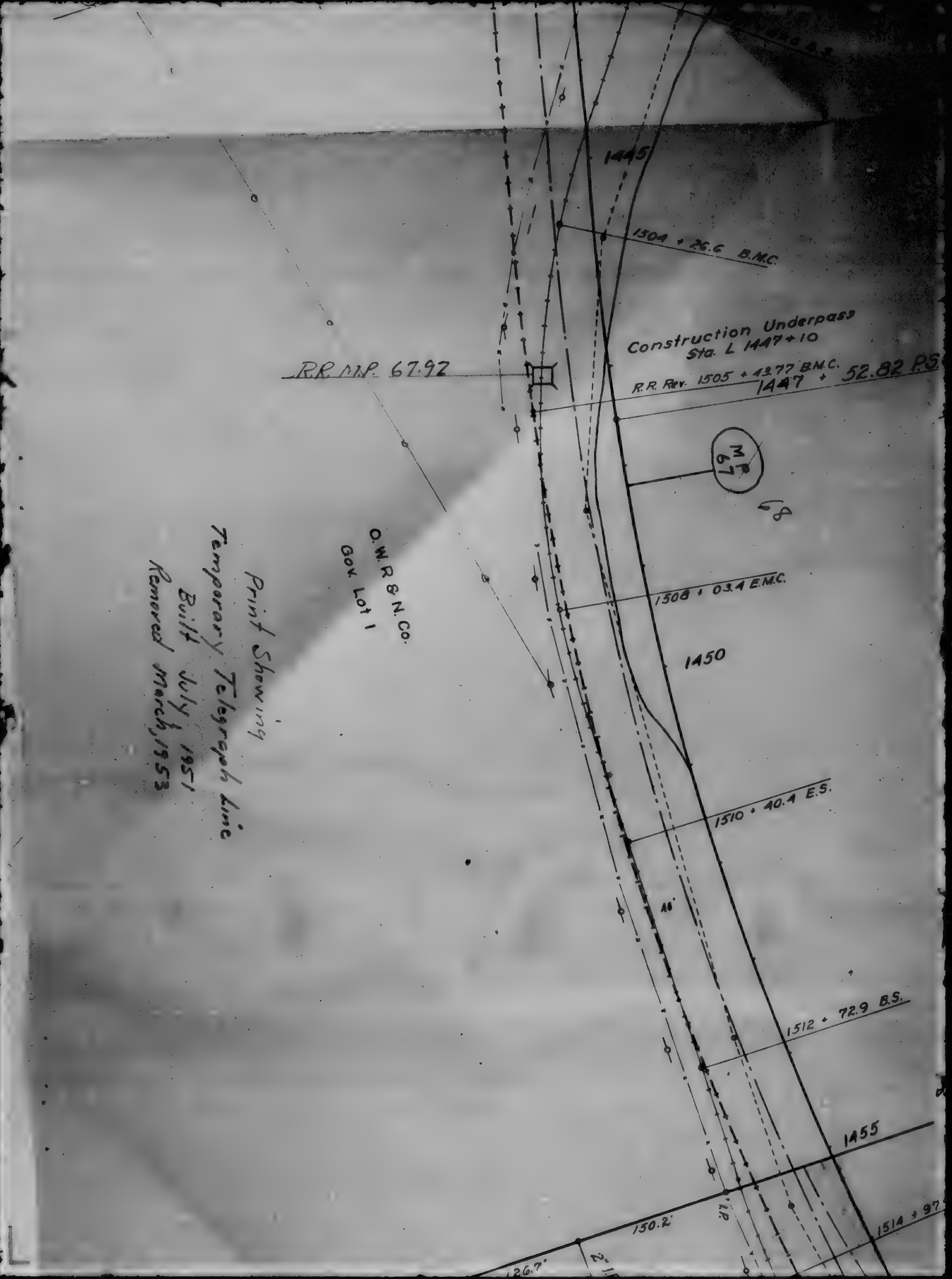

HOOD RIVER COUNTY
WASCO COUNTY
Sec. 4
Sec. 3
Gov. Mon. ¼ Cor.
Mean High Water Line
S.44°10'00"E.
1404 +
1405
+70
30'
25'
15'
1464 + 12.6 B.S.
65 Contour
O.W.R.& N. Co.
Gov. Lot 4
1409 + 19.01 P.S.C.
1467 + 67.6 B.M.C.
1410
S.P. 15


O.W.R&N. Co.
Gov. Lot A
+12.6 B.S.
65 Contour
1409 + 19.01 P.S.C.
1467 + 67.6 B.M.C.
1410
Easement Line
1415
2°30' C.L.
Δ 30°59'
Ts 886.37'
1416 + 58.34 P.C.S.
25'
15'
40'
1475 + 00.42 P.O.C. =
R.R. Rev. 1475 + 00.42 E.M.C.=
500' SP
S=6°15'
a=0.5

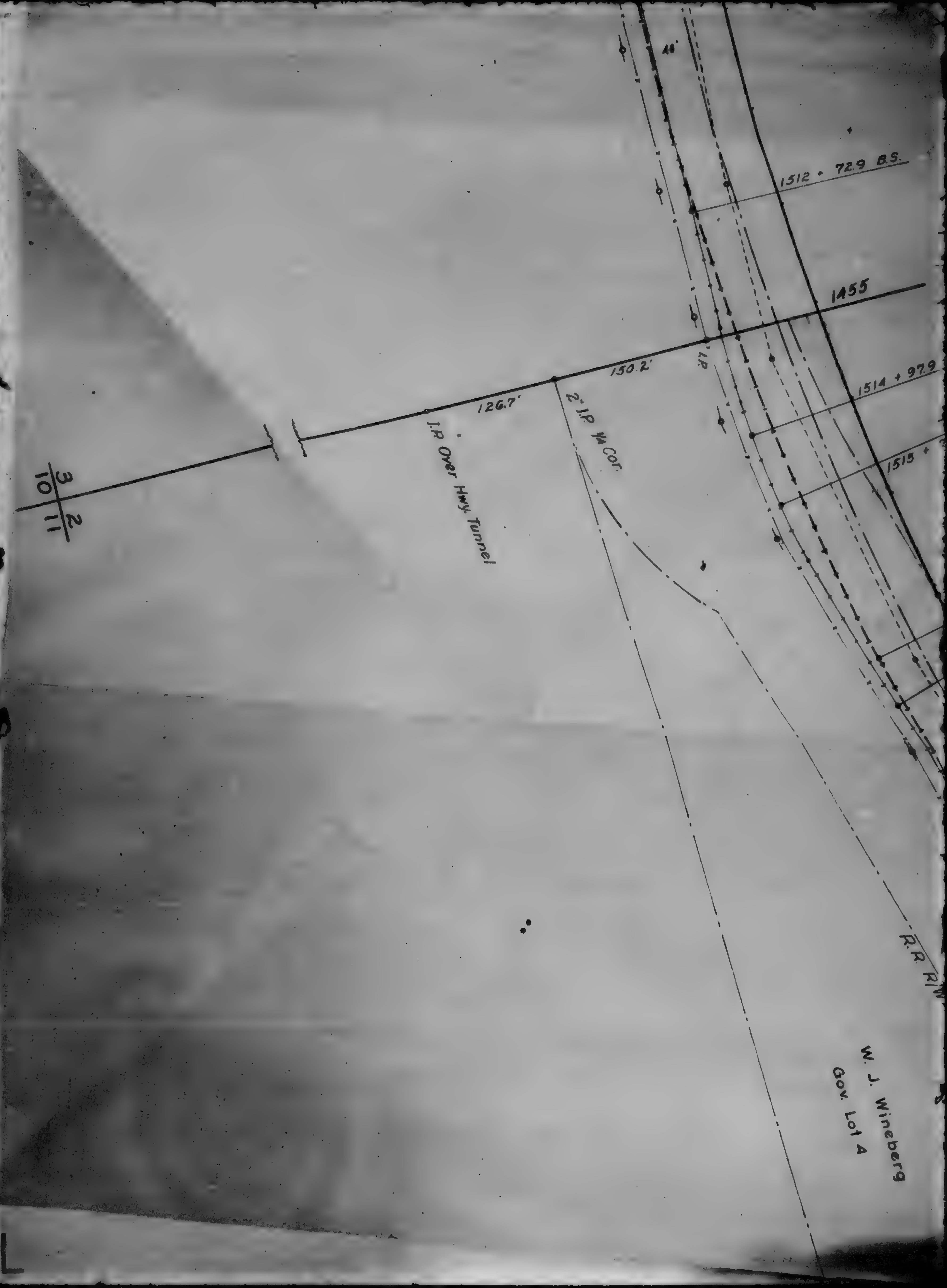

1416 + 58.34 P.C.S.
25'
15'
40'
1475 + 00.42 P.O.C. =
R.R. Rev. 1475 + 00.42 E.M.C.=
500' S.P.
S: 6° 15'
a: 0.5
1420
1478 + 55.7 E.M.C
R.R. Rev 1478 + 55.42 ES
O.W.R & N. CO.
Gov. Lot 3
1421 + 58.34 P.T. =
1421 + 55.26 P.O.T. =
EQUAT
40'
35'
1482 + 10.7 E.S.
1425
Construction Underpass
Sta. L 1427 + CO
R.R. M
Tempcor


Construction Underpass
Sta. L 1427 + [illegible] 00
R.
65 Contour
Proposed R.R. & Hwy. R/W Line ?
Proposed R.R. Revision ?
1430
S 75°09'00" E.
1435
1493 + 63.6 B.S.
O.W.R.&N. CO.
Gov. Lot 2
ecory telegraph line over mountain (followed old highway)


d highway)
O.W.R & N Co.
Gov. Lot 2
1435
1493 + 63.6 B.S.
1496 + 13.3 B.M.C.
1440
1498 + 83.7 E.M.C.
1442 + 52.82 P.S.
1501 + 27.5 E.S.
40'
35'
R.R. Rev. 1501 + 23.77 B.S.
1501 + 89.6 B.S.
1445
1504 + 26.6 B.M.C.
Construction Underpass
Sta. L 1447 + 10
77 B.M.C
2.82


1445
1504 + 26.6 B.M.C.
Construction Underpass
Sta. L 1447+10
R.R. M.P. 67.92
R.R. Rev. 1505 + 43.77 B.M.C.
1447 + 52.82 P.S.
M.P. 67
68
O.W.R & N. CO.
Gov. Lot 1
1508 + 03.4 E.M.C.
1450
1510 + 40.4 E.S.
1512 + 72.9 B.S.
1455
150.2'
126.7'
1514 + 97

Print Showing
Temporary Telegraph Line
Built July 1951
Removed March, 1953


10'
1512 + 72.9 B.S.
1455
150.2'
I.P
1514 + 97.9
126.7'
2" I.P ¼ Cor.
1515 +
I.P Over Hwy. Tunnel
3
10
2
11
R.R. R/W
W. J. Wineberg
Gov. Lot 4

[illegible] Salem (Lane Ave.-Academy St.) 1/52
Section of the Pacific Highway
[illegible] in Salem

RECEIVED
NOV 1951
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 16, 1951

(CONTRACT NO.) 3502	(EST. NO.)	(CONTRACTOR)	
3508	5-final	Warren Northwest, Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
19735	R-28140	$ 500.00	Nov. 15, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1951

Time Extensions: Extended to Aug. 31, 1951 without penalty

Completion Date: Aug. 31, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: 19 1951

NOTED ON CARD

RECEIVED
NOV 1951
FOR FILING

[illegible]

3508

October 31, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3508 for work performed on the Salem (Lana Ave.-Academy St.) Section of the Pacific Highway in Marion County was completed by the contractor, Warren Northwest, Inc., on August 31 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $500 will be released to the contractor on or after November 10, 1951. The total contract amount is $16,614.03, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Acting Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

10-31-51 gl

RECEIVED
FOR FILING

24-042

300.

October 9, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc. on contract No. 3508, for grading and paving on the Salem (Lana Ave.-Academy St.) Section of the Pacific Highway in Marion County.

This payment, in the amount of $2,471.43, will be released to the contractor on or after October 19, 1951. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

OTED ON CARD

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 29, 1951

Section Salem (Lana Ave.-Academy St.) Sect.

Kind of work Grading & Paving

Highway Pacific

Section prefix 24-1042

Contractor Warrem Northwest Inc.

Contract number 3508

Date of contract May 4, 1951

Date of completion July 31, 1951

Date work started May 21, 1951

Estimated date of completion Aug. 31, 1951

Amount of contract . . . . $ 20,720.00

Per cent of time elapsed 150.56 %

Estimated cost of completed project, exclusive of engineering . . . . $ 18,544.09

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 4692.80, 277.75 %

Date project was completed Aug. 31, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final turned into Division Office Sept. 25th.

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

RECEIVED
SEP [illegible] 1951
[illegible] ENGINEER

RECEIVED
OCT 1 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed J. F. McGee

Address Res. Englr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Rain		
Saturday			

RECEIVED
SEP 20 1951
FOR FILING

24-1042

3508

September 19, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds heretofore retained by the Commission in connection with contract No. 3508, for grading and paving on the Salem (Lana Ave.-Academy St.) Section of the Pacific Highway in Marion County.

This payment, which is in the amount of $7,487.28, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $500. The present payment will be released on or after September 29, 1951.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
9-19-51

RECEIVED
SEP 5 1951
FOR FILING

24-1042

3508

September 4, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 20, 1951, had under discussion your request for an extension of time of 31 days, from July 31 to August 31, 1951, within which to complete your contract No. 3508 for grading and paving on the Salem (Lana Ave.-Academy St.) Section of the Pacific Highway in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

John F. McGee,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
FOR FILING

24-1042

3508

August 16, 1951

Request for extension of time
No. 11
August 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc., for an extension of time on Contract No. 3508, Lana Avenue-Academy Street Section in Salem, from July 31, 1951 to August 31, 1951.

The contractor was delayed approximately 60 days because of the failure of the Power Company, the Water Department, and the Gas Company to move their utilities, which were in the way of the construction.

The delay was no fault of the contractor's, and I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:SH me

Encl.

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
FOR FILING

311-1042

3508

May 29, 1951

Warren Northwest Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3508, which was awarded to you on May 4, 1951 by the State Highway Commission, for grading and paving on the Salem (Lana Ave.-Academy St.) Section of the Pacific Highway, Marion County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
FOR FILING

4-1042

3508

May 17, 1951

Mr. E. Halvorson
Halvorson Construction Co.
P. O. Box 468
Salem, Oregon

Dear Sir:

With reference to the request in your letter of May 8 that you be given assurance that there be no interference at the center line of the Pacific Highway in front of your Rose Gardens Motel that would prevent a left turn, please be advised that we can give you no such assurance. I can say to you that the present plans do not contemplate the building of a center divider now.

The control of traffic of a state highway is vested in the Highway Commission so that undue hazards can be eliminated. If at some time in the future left turns at your place of business present a material traffic hazard, there may be no alternative but to prevent such movements by center-island construction or similar treatment.

Should the Highway Commission now assure you that no dividing strip would be constructed in the future, such assurance would be of no value, as the Commission does not have the authority to obligate future Commissions in such a manner as to prohibit the ultimate protection of the traveling public.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me RHB:hi
cc Mr. W. C. Williams
Mr. Forrest Cooper

HALVORSON CONSTRUCTION CO.
GENERAL CONTRACTORS
SALEM, OREGON

1905 NORTH COMMERCIAL STREET
P. O. BOX 468
~~400 FIRST NATIONAL BANK BUILDING~~
SALEM, OREGON
PHONE 4047

P. O. BOX 662
BILLINGS, MONTANA
PHONE 7771

May 8, 1951

Oregon State Highway Department
Salem, Oregon

ATT: Mr. Baldock and Mr. Eason

RE: Highway in front of
Rose Gardens Motel

Gentlemen:

We have your letter of April 27th and note your satisfactory reply in regard to closing up our driveway. However, you have not given any assurance to the effect that there will be no interference at the center lane of the roadway for a left hand turn. I wish to again call your attention to the importance of this. It would force us out of business if people could not take a left hand turn into our motel as there are no other streets where they could take a left hand turn and turn around a block as is possible in most places.

Furthermore, we have nine acres of land there. The major share is undeveloped due to the fact there has been no sewer and water until recently. We are anticipating to develop this property further.

We therefore ask for a reply from you that will comply to our request.

Truly yours,

E Halvorson

E. Halvorson

EH:eb

NOTED
W. C. WILLIAMS

COMMISSI
R. CHANDLER, CHAIRMAN
OOS BAY
HAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

April 27, 1951

R 13570

Halverson Construction Co.,
General Contractors,
P. O. Box 468,
Salem, Oregon.

Gentlemen:

Your letter of April 2, 1951, regarding the maintenance of access to your property during the period of construction of the Lana Avenue-Academy Street Section of the Pacific Highway has been referred to the engineering department, and I am sure that they will take all possible precautions to insure that the approaches to your property will be kept open at all reasonable times during construction.

Yours very truly,

J. M. DEVERS

by

C. W. ENFIELD
Assistant Counsel

NOTED
W. C. WILLIAMS

CWE:VP
cc Mr. R. H. Baldock
Mr. F. D. Eason

Copies of Mr. E. Halvorson's letter addressed to Mr. Devers were forwarded to you by Mr. Halvorson and, as I recall, the matter was briefly discussed at the last Commission meeting. I am sure the engineering department is anticipating Mr. Halvorson's problem and is arranging to maintain access to his property at all reasonable times during the period of construction.

Williams

cwe

ED
OR FILING

24 - 1042

3504

AGENDA
4

May 4, 1951

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3508 for widening and paving on the Salem (Lana Avenue-Academy Street) Section of the Pacific Highway in Marion County. This award was based on your low bid of $20,720.00 submitted on April 13, 1951.

Contract forms will be sent to you for execution within the next few days.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml
Enc.

cc - H. O. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.C.)

Sec confirmed

S&C

C SERVICE
s of service desired;
this message will be
nt as a full rate telegram

L RATE EGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 4, 1951
1:35 p.m. D.S.T.

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

State Highway Commission awarded you today contract for Salem (Lana Avenue-Academy Street) Section of Pacific Highway in Marion County, based on your low bid submitted April 13, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

Files

RECEIVED
MAY [illegible] 1951
FOR FILING

24-1042
2508

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 4, 1951
Salem, Oregon

Denison property - R16695
SUBJECT: Lana Avenue-Academy St.

To:
Mr. W. C. Williams
Assistant Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Sir:

Mr. Enfield advises that as of this date he has filed the condemnation case on the only outstanding parcel needed for the Lana Avenue-Academy Street pavement widening project (parking).

This clears this project for contracting.

Very truly yours,

J. M. DEVERS

By

Forrest Cooper
Right of Way Engineer

FC:mmh

cc: C. W. Enfield

S-52(4) Dodge Br. Sec., Sams Valley Hwy. 1951

#3509

RECEIVED
MAR 31 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 24, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3509	14-final	TOM LILLEBO	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5465	R-90299	$ 14,468.23	3/23/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1952

Time Extensions: to Aug. 31, 1953 without penalty

Completion Date: Aug. 31, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-25-54

To the Accounting Division:

Release of the above warrant is hereby authorized on 3/26/54.

H. B. Glaisyer
Secretary

MAILED ON
3-26-54

Warrant Mailed:

aa Wicklander

RECEIVED
MAR 16 1954
FOR FILING

S - [illegible] (4)

March 16, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3509 for work performed on the Dodge Bridge Section of the Sams Valley Secondary Highway in Jackson County was completed by the contractor, Tom Lillebo, on August 31, 1953 and was formally accepted by the Highway Commission on October 29, 1953.

Final payment in the amount of $14,468.23 will be released to the contractor on or after March 26, 1954. The total contract amount is $201,728.29, of which amount $540.62 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
3-16-54

RECEIVED
FEB 2 - 1954
FOR FILING

February 1, 1953

Mr. Joe Wilisho
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 21, 1953, had under discussion your request for an extension of time from December 31, 1952 to and including August 31, 1953 within which to complete your contract No. 3509, covering the Dodge Bridge Section of the Sams Valley Secondary Highway in Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

[illegible]

Secretary

gl

cc: Tom Edwards,
Division Engineer

Philip W. Oakley,
Resident Engineer

[illegible] axsen,
Assistant State Highway Engineer

RECEIVED
DEC
FOR FILING

December 21, 1953

Request for extension of time
No. 6
January 21 and 22 meeting.

State Highway Commission

Gentlemen:

Re: Dodge Bridge over Rogue River
in Jackson County, Contract 3909

Tom Lillebo, contractor for the construction of the Dodge Bridge on the Sams Valley Secondary Highway in Jackson County, has requested an extension of time from December 31, 1952, to and including August 31, 1953, to complete the work on this contract.

All work with the exception of painting of structural steel was completed in October of 1952. The contractor was given a stop order to postpone the structural steel painting until suitable weather in the spring of 1953. This was given so that an acceptable job of painting might be had.

The structure was opened to traffic in October 1952. No inconvenience has been caused the public. It is recommended that the extension be granted without penalty to the contractor. The concurrence of the Bureau of Public Roads in this extension is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encls.

GSP:gm

RECEIVED
[illegible] 1953
FOR FILING

3356

March 18, 1953
Salem, Oregon

Mr. J. W. DeSouza

Relative to the matter of culvert on the Dodge property, file 14085, you have suggested that we attempt to negotiate a settlement with Dodge wherein we would pull the existing jointed steel pipe and replace the same with a new welded steel pipe.

I would consider this a most excellent solution and suggest that you pursue the matter vigorously in the hope of reaching a settlement on such a basis. The estimated cost of the purchase of the new pipe, pulling of the old one and replacing and welding the new pipe is $500. If Dodge will not settle on this matter, I am of the opinion that we do nothing as I consider the demand for 42-inch pipe, estimated to cost $4,260.70 as being out of reason.

W. C. Williams

WCW:lg
cc Mr. H. G. Smith

FORM E-30 25M 8-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #3356, controversy with Mr. B. L. Dodge as to whether his irrigation crossings have been constructed in accordance with the right of way agreement, which stated: "State shall provide pipe or culvert large enough to enable repairs to be made, if necessary."

I consider the solution Mr. DeSouza suggests in his letter of March 10th, copy of which was sent you, to be equitable - that we pull the existing jointed steel pipe and replace the same with a new welded steel pipe. I recommend that Mr. DeSouza be authorized to complete the agreement on that basis.

$500.00

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
MAR 17 1953
HIGHWAY ENGINEER

ASSIGNMENT

April 30, 1952

No. 335
By wcw

Description: Letter of April 28 from B. L. Dodge of Medford and his letter of April 28 to Walter Merrill re cement pipe which was installed which he says is not in accordance with agreement

Acknowledged by _____ Referred to ___ Smith ________

Investigate and report with recommendation
xxxx/ ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 3/18/53 Report received ________

Remarks:

Burdette L. Dodge
Medford, Oregon

April 28, 1952.

PLEASE RETURN TO
W. C. WILLIAMS

Ore. State Highway Commission,
Salem, Oregon.

Dear Sirs:

I am enclosing herewith copy of a letter which I am today mailing to Mr. Merrill, the engineer in your local office, relative to the cement pipe installed, thru which our steel irrigation was run. The letter is self explanatory.

I do not know who is at fault but the pipe used is very definitely not in accordance with our written agreement or any honest interpretation of our agreement.

Please give this your prompt attention as we will have to start irrigating very soon and please also see that all provisions of the option are complied with fully before the road is completed.

Yours very truly,

B. L. Dodge.

NOTED
W. C. WILLIAMS

Copy

April 28, 1952.

Mr. Walter B. Merrill,
State Highway Department.
No. Pacific Highway.
Medford, Oregon.

Dear Sir:

This will confirm my telephone conversation with you, the latter part of last week. As I said at that time the concrete pipe which was installed and thru which our 14" pipe line was run will have to be changed as it is not in any way satisfactory or in accordance with my original understanding or agreement.

At the time of my negotiatinns with Mr. Norlin we talked about 36" to 48" pipe. As he did not know whether the engineers would prefer pipe or to construct culverts a definite size was not specified but in the option which I gave and which the State accepted the following stipulation was incorporated, "where 14" iron irrigation pipe goes under highway and also where it goes under connecting road to the North (Parcel 3) State shall provide pipe or culvert large enough to enable repairs to be made if necessary".

The 18" pipe (cement) is not acceptable as it not only is not large enough to enable repairs to be made, which anyone knows will have to be made, but is not even large enough for Dresser couplings. Further, we could not get the pipe out if we wanted to but it should not be necessary to take the pipe out for minor repairs.

Please give this matter your immediate attention as I shall expect this to be corrected before the road is completed.

Yours very truly,

B. [illegible]. Dodge.

FORM E-80X 25M 4-52 86606

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1953

SUBJECT: Irrigation Pipe at Dodge Bridge

To:
Mr. J. W. DeSouza
Asst. Counsel

NOTED
W. C. WILLIAMS

Dear Sir:

We buy 14-inch 10-gauge wrapped pipe for approximately $3 per foot, f.o.b. the site. I understand that we need 60 feet of pipe to get under our road bed. The pipe should be purchased, welded and installed for not to exceed $500.

This is the same pipe that is being used by some of the smaller cities for water distribution and certainly should be adequate for carrying this irrigation ditch under the highway.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams ✓
H. G. Smith
Tom Edwards

FORM E-30X 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1953

SUBJECT:

File 14085 - Dodge
Sams Valley Secondary
Jackson County

To:

Mr. G. S. Paxson
Bridge Engineer
OFFICE

Dear Mr. Paxson:

On July 28, 1952, you wrote to Mr. Forrest Cooper with reference to the construction of a culvert for the purpose of containing an irrigation pipe on the Dodge Bridge project in Jackson County. In your communication you made reference to the prior installation of an 18" concrete culvert for such purposes which, however, I believe is in error as other correspondence indicates that the pipe actually installed was 24" in diameter. In your letter you gave an estimate of the cost of replacement of the installed pipe with a 42" pipe at $4260.70.

We have been unable to reach any settlement with Mr. Dodge on the matter as he refuses to execute an agreement whereby the State Highway Commission would assume responsibility for the maintenance and replacement of his 14" irrigation pipe. The agreement form, as drafted, would not make provision for any installation of a new pipe at the present time, but simply obligated the State Highway Commission to assume responsibility for his irrigation facility where it crossed under the highway roadbed.

The question now presents itself as to whether or not the State Highway Commission should install a facility large enough to admit entry for repairs, or whether we should make the proposition to him of installing a new 14" welded steel pipe and thereafter assume responsibility for the maintenance thereof under the highway roadbed.

For the purpose of negotiation an estimate is requested as to the cost of pulling the existing jointed steel pipe and replacing the same with a new welded steel pipe.

Your advice in the matter will be very much appreciated.

Very truly yours,

NOTED
W C WILLIAMS

J. W. DeSOUZA
Assistant Counsel

JWD:mb
cc: Mr. W. C. Williams ✓
Mr. H. G. Smith

FORM E-80 37,900 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 19, 1952

SUBJECT:

To: W. C. Williams
Asst. State Highway Engineer

NOTED
W. C. WILLIAM

Dear Sir

Reply is made to your letter of September 15th concerning the encased irrigation pipe on the Dodge property over which a controversy has arisen.

When this matter first came to my attention, Walter Merrill called my by phone in regard thereto and advised me of the wording of the option, "where 14" iron irrigation pipe goes under the highway and also where it goes under the connecting road to the north, the state shall provide pipe or culvert large enough to enable repairs if necessary". I advised Merrill, as my interpretation of this stipulation, that encasing in an 18" pipe would be satisfactory. Such work was done.

On May 2, Mr. Smith forwarded a letter from Mr. Dodge concerning the inadequacy of the 18" pipe and stated, "please see that this installation is corrected so that it will serve the purpose for which it was intended.

I contacted Right of Way Superintendent Norlin and found that his understanding with Mr. Dodge was to the effect that a pipe of sufficient size to permit repairs to be made in place would be provided. As a result thereof, we secured a price agreement from the contractor to install a 42" pipe which Mr. Dodge indicated would be satisfactory. This is the price agreement which you have on your desk. This price agreement was submitted to Mr. Paxson on July 24th with the recommendation that the Right of Way Department be instructed to see if the matter could be resolved with Mr. Dodge at a lower figure. This was done and no agreement could be reached. Accordingly, I advised Mr. Paxson via phone after which he submitted the price agreement to you for approval. Controversy in this matter stems from the interpretation placed by the Right of Way Supervisor on the wording in the option as noted above, wherein it differs from the standard practice as setforth in your letter of September 11.

I am still of the opinion that the cost is excessive, that the installation of the 42" concrete pipe or conduit as such size is unnecessary, but have signed the price agreement and submit in on the basis of statements by the Right of Way Supervisor that this type of installation was specifically agreed upon between Mr. Dodge and himself. I was remiss in not investigating this fully at the time the original installation was made. I will still recommend that this type of installation be denied Mr. Dodge since I believe it excessive in cost to provide for possible repairs.

I forward herewith copies of correspondence from my files which you may not have.

Very truly yours

Tom Edwards
TOM EDWARDS
Division Engineer

TE:rw

Enc.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 57,500 4-52 54806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

COPY

Medford, Oregon
May 9, 1952

SUBJECT: Dodge Bridge Section
115-1024

To:

Mr. Tom Edwards
Division Engineer

Dear Sir

Harry McClure and I contacted Mr. Dodge this morning regarding 42" corrugated metal pipe to encase 14" irrigation pipe and he said it would be satisfactory.

Mr. Tom Lillebo, contractor, will be here sometime next week and we will submit Price Agreement after getting his prices for removal of 18" concrete pipe, for cutting and welding 14" irrigation pipe, trench excavation and furnishing and installing 42" corrugated metal pipe.

Very truly yours

/s/ W. B. Merrill

W. B. Merrill
Resident Engineer

Roseburg, Oregon
May 6, 1952

COPY

Walter Merrill
Resident Engineer

Dear Sir

I forward herewith a copy of a letter from Mr. Smith concerning the pipe which protects Mr. Dodge's 14" irrigation line.

I have discussed this matter with Norlin and find that Mr. Norlin had a definite understanding with Mr. Dodge that a pipe of sufficient size to permit working on the irrigation line in its present position would be provided.

Please secure a pipe agreement for removing the 18" pipe and install in lieu thereof a 42" corrugated metal culvert. The pipe agreement should reflect the entire cost of the placing of the pipe.

Please contact Mr. Dodge to determine if the 42" pipe will be ample.

Very truly yours

TOM EDWARDS
Division Engineer

TE:rw

Enc.

cc H. G. Smith

FORM E-30 25M 1-52 86419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 2nd, 1952

COPY

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Herewith copy of a letter from Mr. Dodge to Walter B. Merrill concerning the inadequacy of the 18-inch pipe which was installed as a protection for their 14-inch pipe line.

Please see that this installation is corrected so that it will serve the purpose for which it was intended.

Very truly yours,

/s/

H. G. Smith
Construction Engineer

HGS:ah
Enc.

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

COPY

April 28, 1952

SUBJECT:

To:

Mr. Walter B. Merrill,
State Highway Department.
No. Pacific Highway.
Medford, Oregon.

Dear Sir:

This will confirm my telephone conversation with you, the latter part of last week. As I said at that time the concrete pipe which was installed and thru which our 14" pipe line was run, will have to be changed as it is not in any way satisfactory or in accordance with my original understanding or agreement.

At the time of my negotiations with Mr. Norlin we talked about 36" to 48" pipe. As he did not know whether the engineers would prefer pipe or to construct culverts a definite size was not specified but in the option which I gave and which the State accepted the following stipulation was incorporated, "where 14" iron irrigation pipe goes under highway and and also where it goes under connecting road to the North (Parcel 3) State shall provide pipe or culvert large enough to enable repairs to be made if necessary."

The 18" pipe (cement) is not acceptable as it not only is not large enough to enable repairs to be made, which anyone knows will have to be made, but is not even large enough for Dresser couplings. Further, we could not get the pipe out if we wanted to but it should not be necessary to take the pipe out for minor repairs.

Please give this matter your immediate attention as I shall expect this to be corrected before the road is completed.

Yours very truly,

/s/

FORM E-30 25M 1-52 55419

COPY

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
May 5, 1952

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer

Dear Sir:

I am attaching a letter from Mr. B. L. Dodge regarding the size of pipe used in encasing the 14"irrigation pipe on the Dodge Bridge Section of the Sams Valley Highway.

I do not remember of any definite size of pipe at the time Don Norlin and I were talking to Mr. Dodge on the ground. A culvert to meet his demands would have to be at least a 4' x 6' box, as I do not believe repair work could be made in a 36" to 48" as mentioned in his letter. The culvert encasing the 14" irrigation pipe under the existing highway is a 24" concrete pipe.

The pipe data was put on the location profile in the Division Office in the fall of 1948, when we were sent to Coos Bay on Beebe's Construction job, so perhaps Mr. Lytle or Raymon Asburry would know about the 18" as shown on the plans.

Mr. Dodge's second letter is confirmation to use rock for the revetment. There is a little cleaning up for the contractor to do and two fence posts to be installed for the gate.

Very truly yours,

/s/
W. B. Merrill
Resident Engineer

FORM E-30X 25M 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 19, 1952

SUBJECT:

To: W. C. Williams
Asst. State Highway Engineer

Dear Sir

Reply is made to your letter of September 15th concerning the encased irrigation pipe on the Dodge property over which a controversy has arisen.

When this matter first came to my attention, Walter Merrill called my by phone in regard thereto and advised me of the wording of the option, "where 14" iron irrigation pipe goes under the highway and also where it goes under the connecting road to the north, the state shall provide pipe or culvert large enough to enable repairs if necessary". I advised Merrill, as my interpretation of this stipulation, that in casing in an 18" pipe would be satisfactory. Such work was done.

On May 2, Mr. Smith forwarded a letter from Mr. Dodge concerning the inadequacy of the 18" pipe and stated, "please see that this installation is corrected so that it will serve the purpose for which it was intended.

I contacted Right of Way Superintendent Norlin and found that his understanding with Mr. Dodge was to the effect that a pipe of sufficient size to permit repairs to be made in place would be provided. As a result thereof, we secured a price agreement from the contractor to install a 42" pipe which Mr. Dodge indicated would be satisfactory. This is the price agreement which you have on your desk. This price agreement was submitted to Mr. Paxson on July 24th with the recommendation that the Right of Way Department be instructed to see if the matter could be resolved with Mr. Dodge at a lower figure. This was done and no agreement could be reached. Accordingly, I advised Mr. Paxson via phone after which he submitted the price agreement to you for approval. Controversy in this matter stems from the interpretation placed by the Right of Way Supervisor on the wording in the option as noted above, wherein it differs from the standard practice as setforth in your letter of September 11.

I am still of the opinion that the cost is excessive, that the installation of the 42" concrete pipe or conduit as such size is unnecessary, but have signed the price agreement and submit in on the basis of statements by the Right of Way Supervisor that this type of installation was specifically agreed upon between Mr. Dodge and himself. I was remiss in not investigating this fully at the time the original installation was made. I will still recommend that this type of installation be denied Mr. Dodge since I believe it excessive in cost to provide for possible repairs.

I forward herewith copies of correspondence from my files which you may not have.

Very truly yours

TOM EDWARDS
Division Engineer

TE:rw

Enc.

FORM E-30X 25M 4-52 56906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 19, 1952

SUBJECT:

To: W. C. Williams
Asst. State Highway Engineer

L

Dear Sir

Reply is made to your letter of September 15th concerning the encased irrigation pipe on the Dodge property over which a controversy has arisen.

When this matter first came to my attention, Walter Merrill called my by phone in regard thereto and advised me of the wording of the option, "where 14" iron irrigation pipe goes under the highway and also where it goes under the connecting road to the north, the state shall provide pipe or culvert large enough to enable repairs if necessary". I advised Merrill, as my interpretation of this stipulation, that in casing in an 18" pipe would be satisfactory. Such work was done.

On May 2, Mr. Smith forwarded a letter from Mr. Dodge concerning the inadequacy of the 18" pipe and stated, "please see that this installation is corrected so that it will serve the purpose for which it was intended.

I contacted Right of Way Superintendent Norlin and found that his understanding with Mr. Dodge was to the effect that a pipe of sufficient size to permit repairs to be made in place would be provided. As a result thereof, we secured a price agreement from the contractor to install a 42" pipe which Mr. Dodge indicated would be satisfactory. This is the price agreement which you have on your desk. This price agreement was submitted to Mr. Paxson on July 24th with the recommendation that the Right of Way Department be instructed to see if the matter could be resolved with Mr. Dodge at a lower figure. This was done and no agreement could be reached. Accordingly, I advised Mr. Paxson via phone after which he submitted the price agreement to you for approval. Controversy in this matter stems from the interpretation placed by the Right of Way Supervisor on the wording in the option as noted above, wherein it differs from the standard practice as setforth in your letter of September 11.

FORM E-30X 25M 4-52 56908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 19, 1952

SUBJECT:

To: W. C. Williams
Asst. State Highway Engineer

L

Dear Sir

Reply is made to your letter of September 15th concerning the encased irrigation pipe on the Dodge property over which a controversy has arisen.

When this matter first came to my attention, Walter Merrill called my by phone in regard thereto and advised me of the wording of the option, "where 14" iron irrigation pipe goes under the highway and also where it goes under the connecting road to the north, the state shall provide pipe or culvert large enough to enable repairs if necessary". I advised Merrill, as my interpretation of this stipulation, that in casing in an 18" pipe would be satisfactory. Such work was done.

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I contacted Right of Way Superintendent Norlin and found that his understanding with Mr. Dodge was to the effect that a pipe of sufficient size to permit repairs to be made in place would be provided. As a result thereof, we secured a price agreement from the contractor to install a 42" pipe which Mr. Dodge indicated would be satisfactory. This is the price agreement which you have on your desk. This price agreement was submitted to Mr. Paxson on July 24th with the recommendation that the Right of Way Department be instructed to see if the matter could be resolved with Mr. Dodge at a lower figure. This was done and no agreement could be reached. Accordingly, I advised Mr. Paxson via phone after which he submitted the price agreement to you for approval. Controversy in this matter stems from the interpretation placed by the Right of Way Supervisor on the wording in the option as noted above, wherein it differs from the standard practice as setforth in your letter of September 11.

I am still of the opinion that the cost is excessive, that the installation of the 42" concrete pipe or conduit as such size is unnecessary, but have signed the price agreement and submit in on the basis of statements by the Right of Way Supervisor that this type of installation was specifically agreed upon between Mr. Dodge and himself. I was remiss in not investigating this fully at the time the original installation was made. I will still recommend that this type of installation be denied Mr. Dodge since I believe it excessive in cost to provide for possible repairs.

I forward herewith copies of correspondence from my files which you may not have.

Very truly yours

TOM EDWARDS
Division Engineer

TE:rw

Enc.

Salem, Oregon
September 15, 1952

Mr. Tom Edwards

I am this date in receipt of the sketch map showing the layout of the encased irrigation pipe on the Dodge property, with which you forwarded a letter from Resident Engineer Merrill. Mr. Merrill's letter, however, did not contain the information I requested in my letter of September 11.

You will note in paragraph three of my letter that I requested, in addition to submission of the sketch map, that you give me your comments relative to this matter.

Please reread my letter of September 11 and advise me as to your opinion as to what I suggested with regard to refusal of installing the 42" concrete pipe.

W. C. Williams

WCW:me

FORM E-30 37,900 4-52 96905

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 12, 1952

SUBJECT:

To:

W. C. Williams
Ass't Highway Engineer

Dear Sir:

We are sending you, herewith, plan and profile of the fourteen inch (14") steel irrigation pipe on the Dodge property at Station 728+18, on the Dodge Bridge Section of the Sams Valley Highway.

Also enclosed find copy of letter from W. B. Merrill regarding same.

Very truly yours,

TOM EDWARDS
Division Engineer

By

C. T. Keasey

C. T. Keasey
Office Engineer

CTK:aso
Encl.

NOTED
W. C. WILLIAMS

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

FORM E-86X 25M 4-52 86908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 12, 1952

SUBJECT:

To:

W. C. Williams
Ass't Highway Engineer

Dear Sir:

We are sending you, herewith, plan and profile of the fourteen inch (14") steel irrigation pipe on the Dodge property at Station 728+18, on the Dodge Bridge Section of the Sams Valley Highway.

Also enclosed find copy of letter from W. B. Merrill regarding same.

Very truly yours,

TOM EDWARDS
Division Engineer

By

C. T. Keasey
C. T. Keasey
Office Engineer

CTK:aso
Encl.

RECEIVED
[illegible]
STATE [illegible]

FORM E-30 37,500 4-52 56808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford
August 27, 1952

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer

Dear Mr. Edwards:

As requested, I am sending you a profile and sketch of 14-inch irrigation pipe line at Sta. 728+18 on the Dodge Bridge Section of the Sams Valley Highway.

When the 18-inch concrete pipe was installed encasing the 14-inch iron pipe, the iron pipe was cut in approximately 20 foot sections and welded back together.

Very truly yours,

W. B. Merrill
Resident Engineer

WBM:wrl

FORM E-90X 25M 4-52 56608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford
August 27, 1952

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer

Dear Mr. Edwards:

As requested, I am sending you a profile and sketch of 14-inch irrigation pipe line at Sta. 728+18 on the Dodge Bridge Section of the Sams Valley Highway.

When the 18-inch concrete pipe was installed encasing the 14-inch iron pipe, the iron pipe was cut in approximately 20 foot sections and welded back together.

Very truly yours,

W. R. Merrill
Resident Engineer

WRM:wrl

OREGON STATE HIGHWAY DEPARTMENT

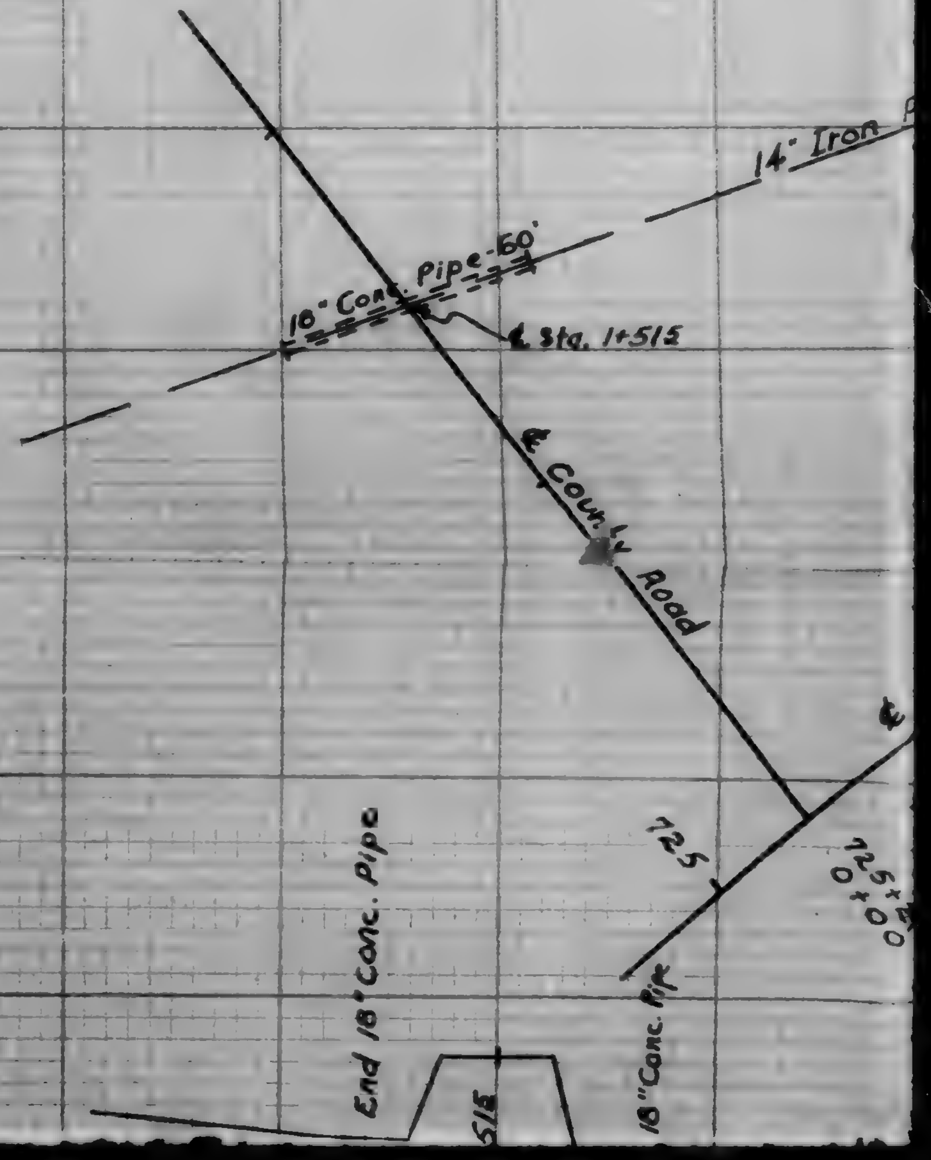
SAMS VALLEY HIGHWAY

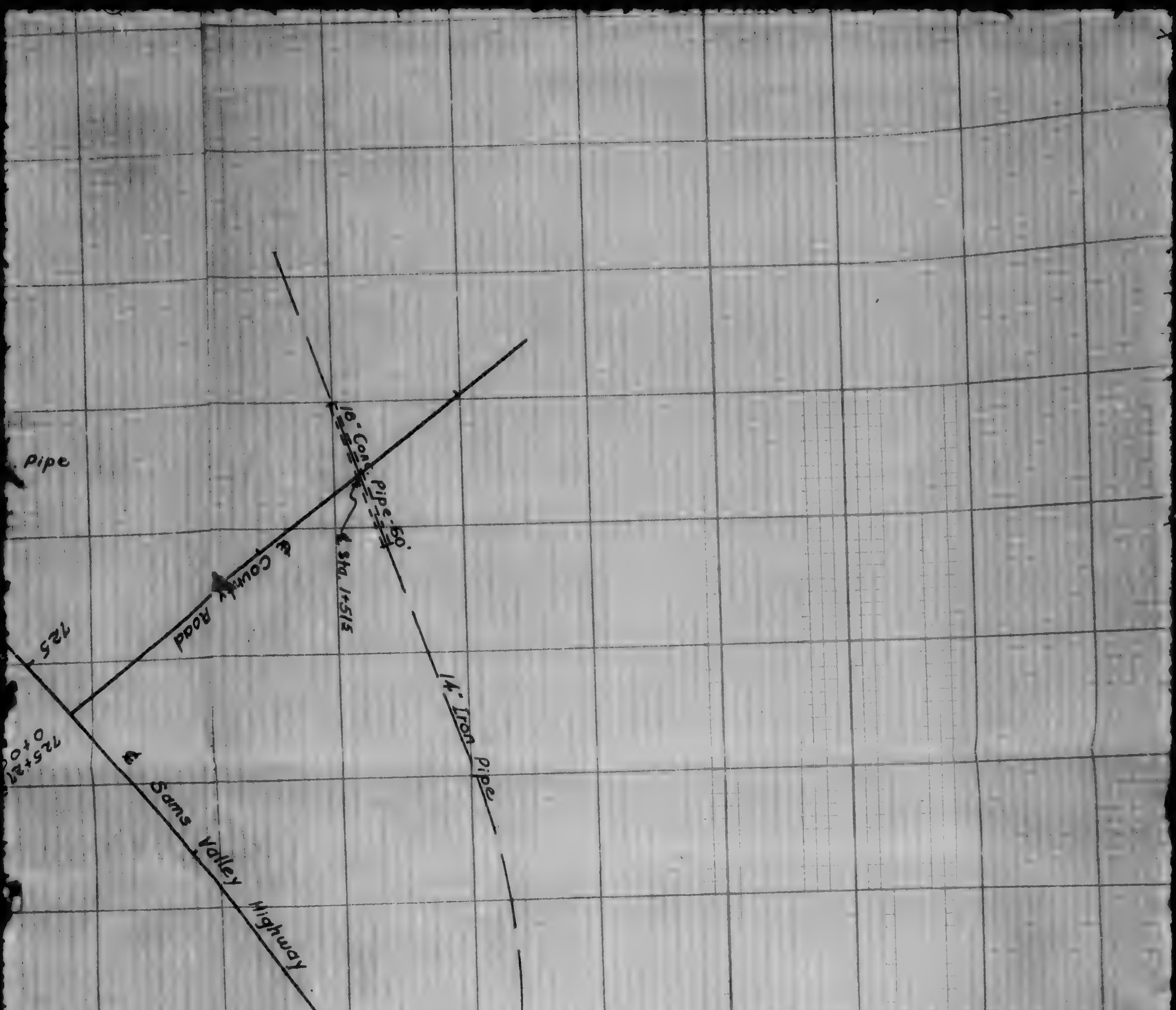
DODGE BRIDGE SECTION

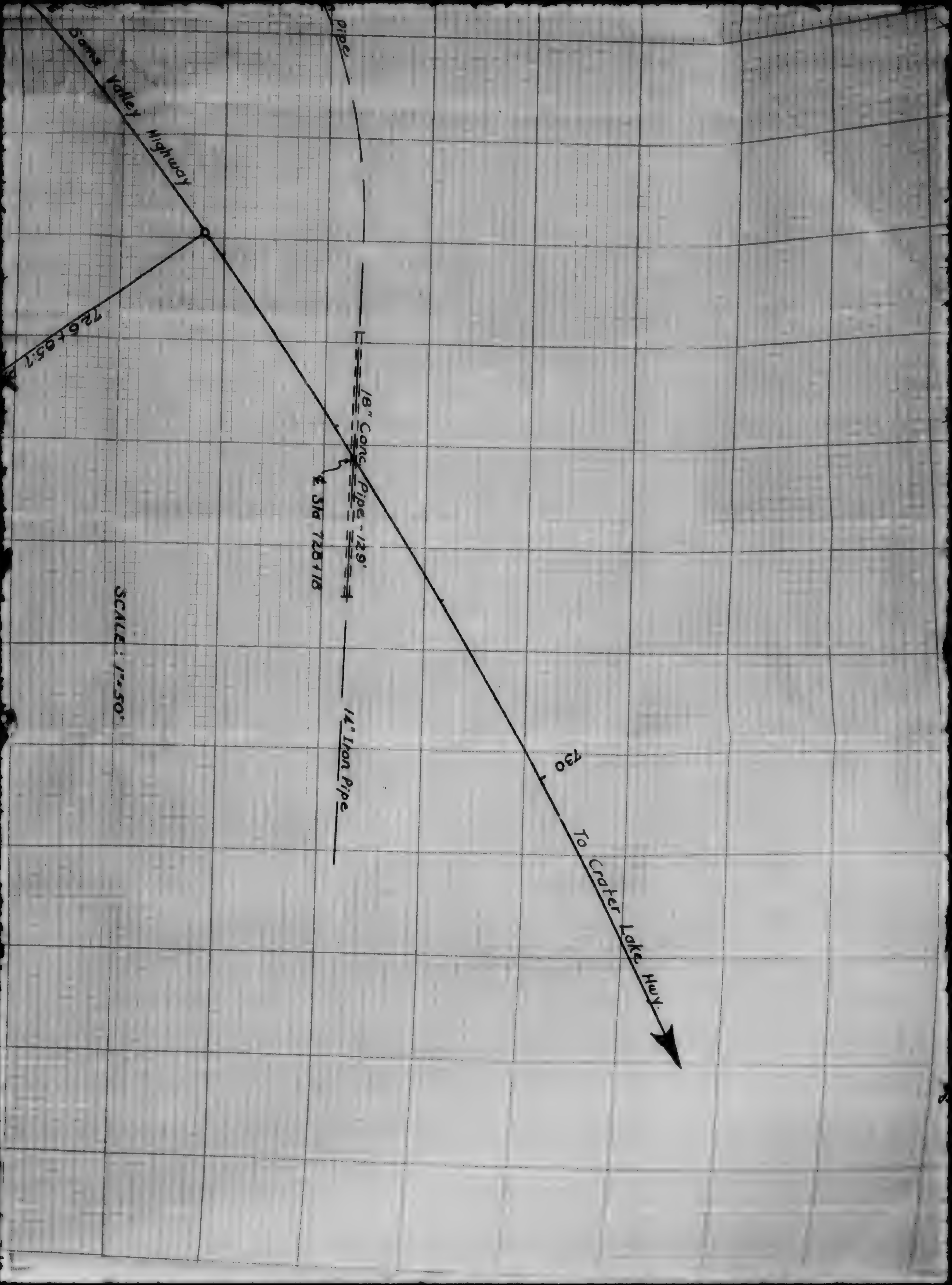
PROFILE OF 14" IRRIGATION PIPE

JACKSON COUNTY

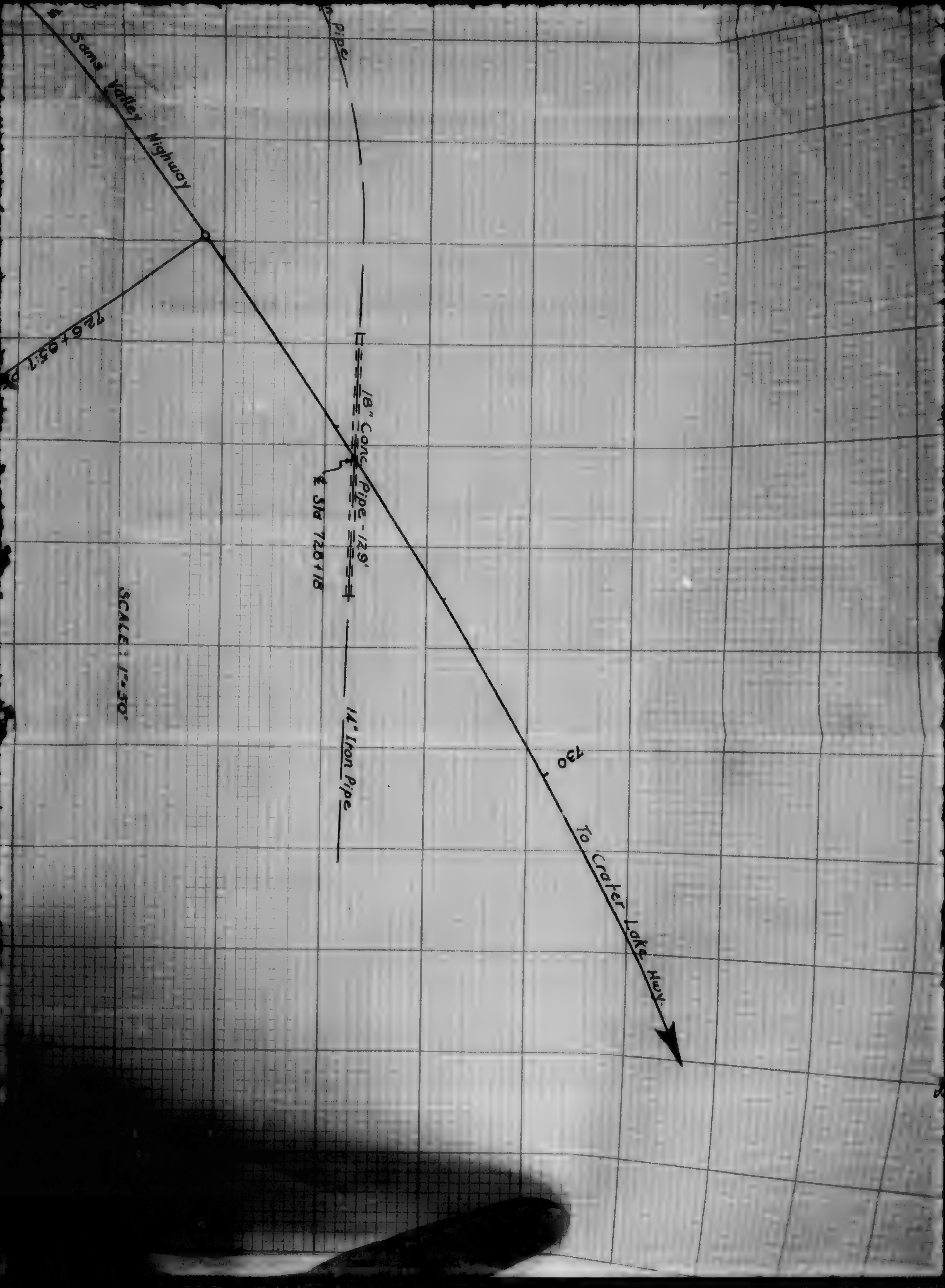
AUGUST 1952 W.B. MERRILL, RES. ENGR.


14" Iron P
18" Conc. Pipe-60'
℄ Sta. 1+515
℄ County Road
℄
725
725+5
0+00
End 18" Conc. Pipe
515
18" Conc. Pipe


pipe
16" Conc. Pipe-50'
℄ Sta 1+51.5
℄ County Road
125
125+21
0+00
℄ Sams Valley Highway
14" Iron Pipe
126+95.1 P.C.
18" Conc. Pipe-129'
℄ Sta 128+18
SCALE: 1"=



Sams Valley Highway
Pipe
726+05.7
18" Conc. Pipe - 129'
℄ Sta 728+18
14" Iron Pipe
SCALE: 1"=50'
730
To Crater Lake Hwy.


Pipe
Sams Valley Highway
726+95.1 P
18" Conc. Pipe - 129'
℄ Sta 728+18
SCALE: 1"=50'
14" Iron Pipe
730
To Crater Lake Hwy.

OREGON STATE HIGHWAY DEPARTMENT

SAMS VALLEY HIGHWAY

DODGE BRIDGE SECTION

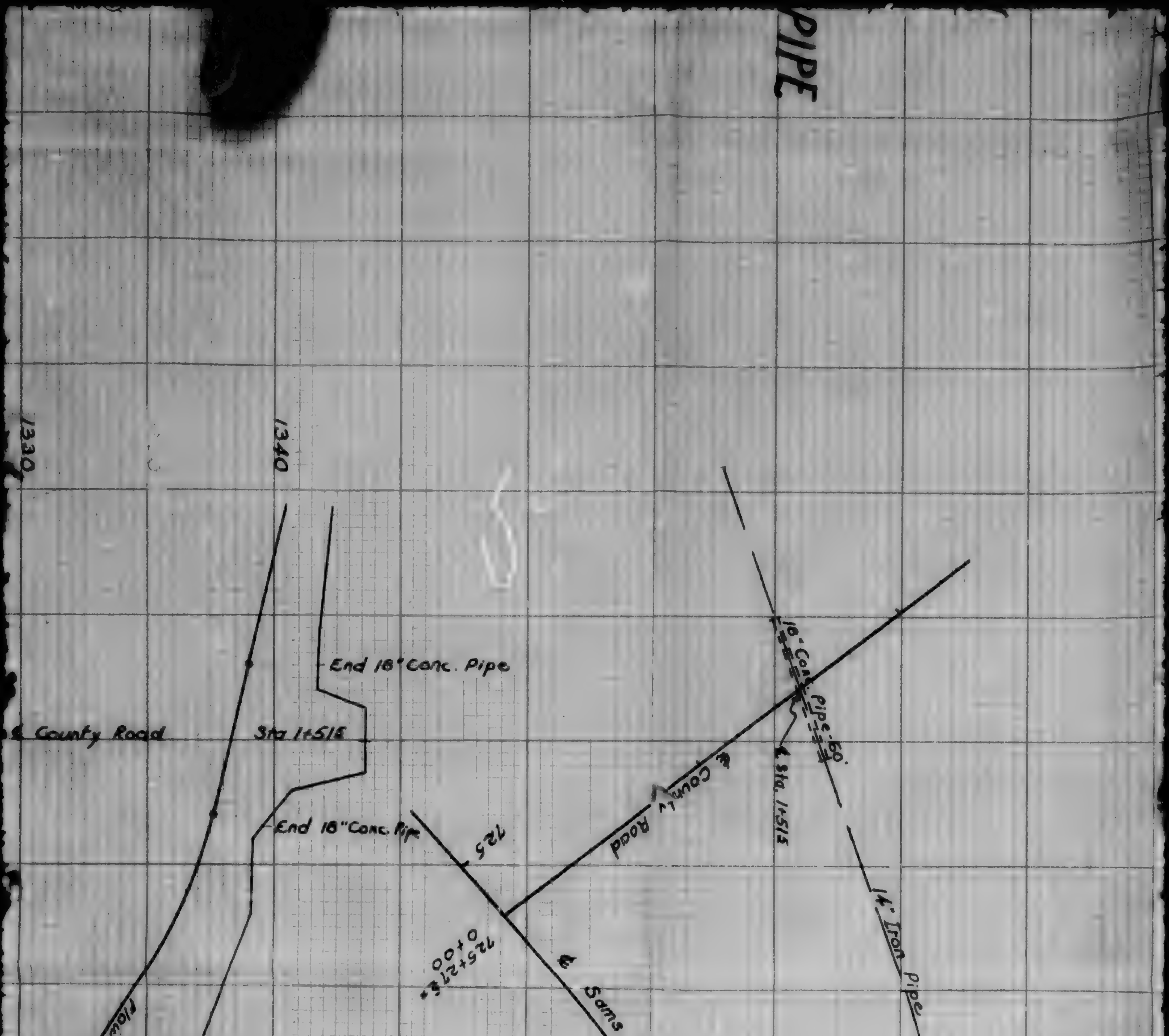
PLAN & PROFILE OF 14" IRRIGATION PIPE

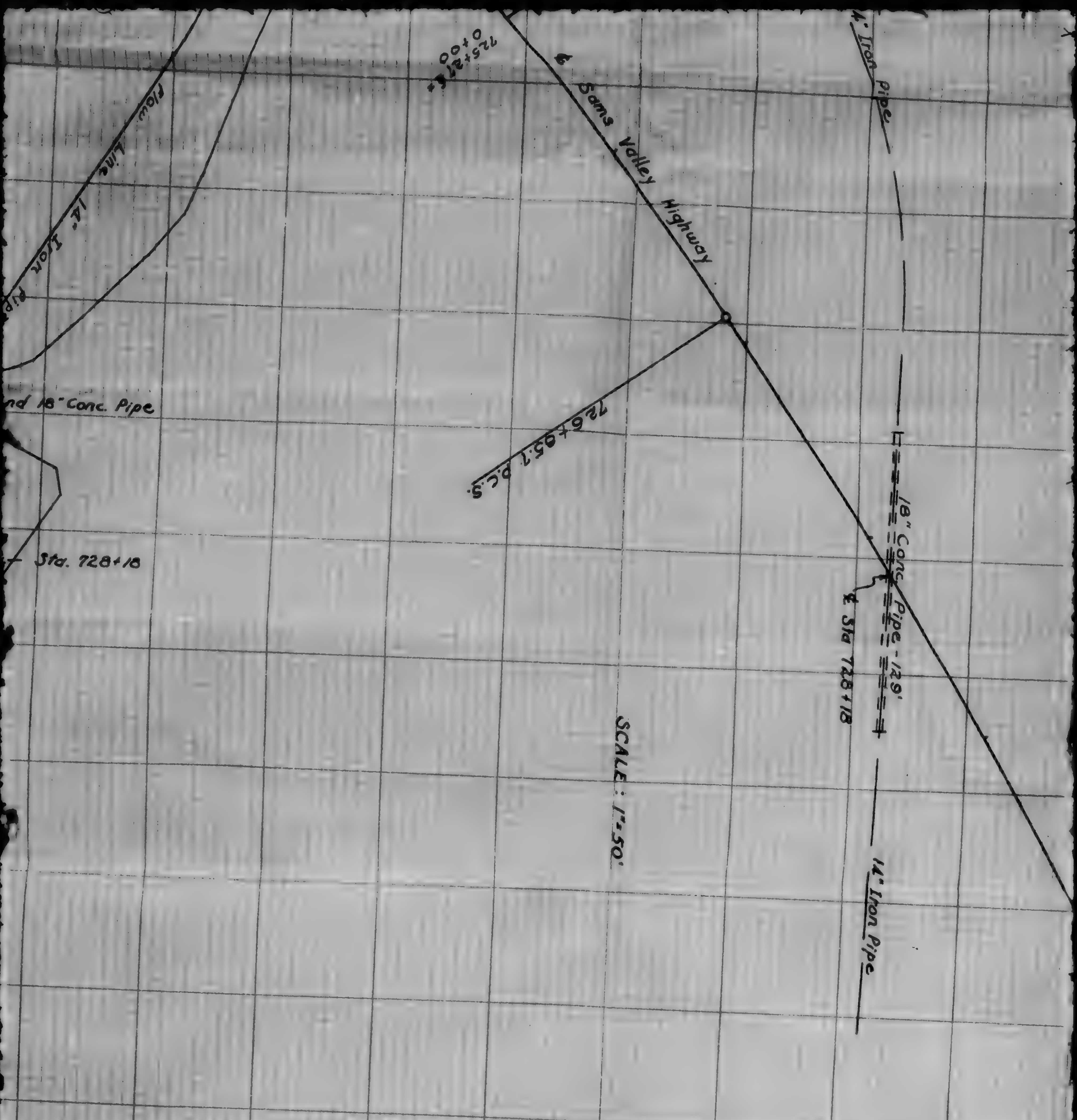
JACKSON COUNTY

AUGUST 1952 W.B. MERRILL, RES. ENGR.

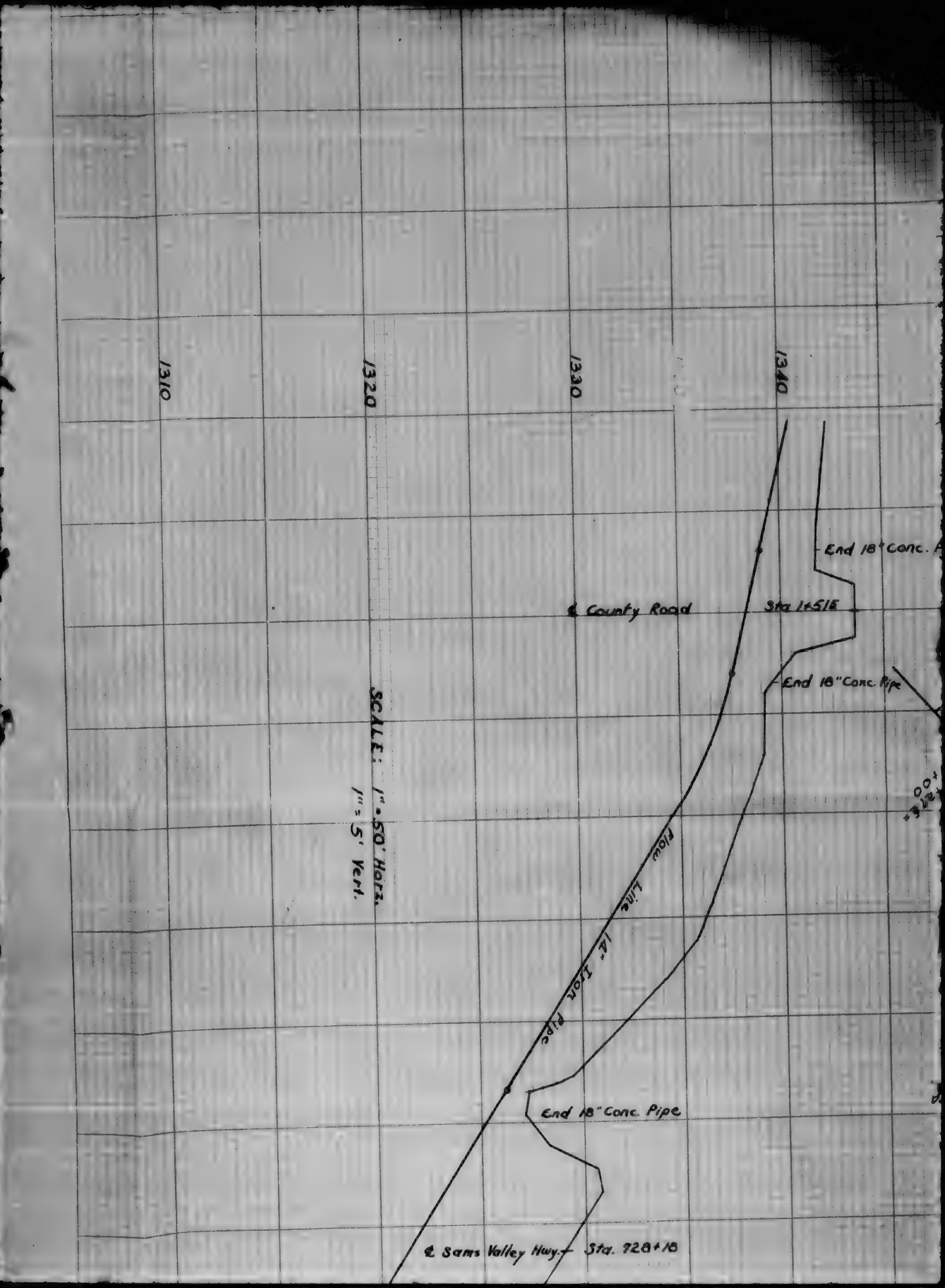
1340

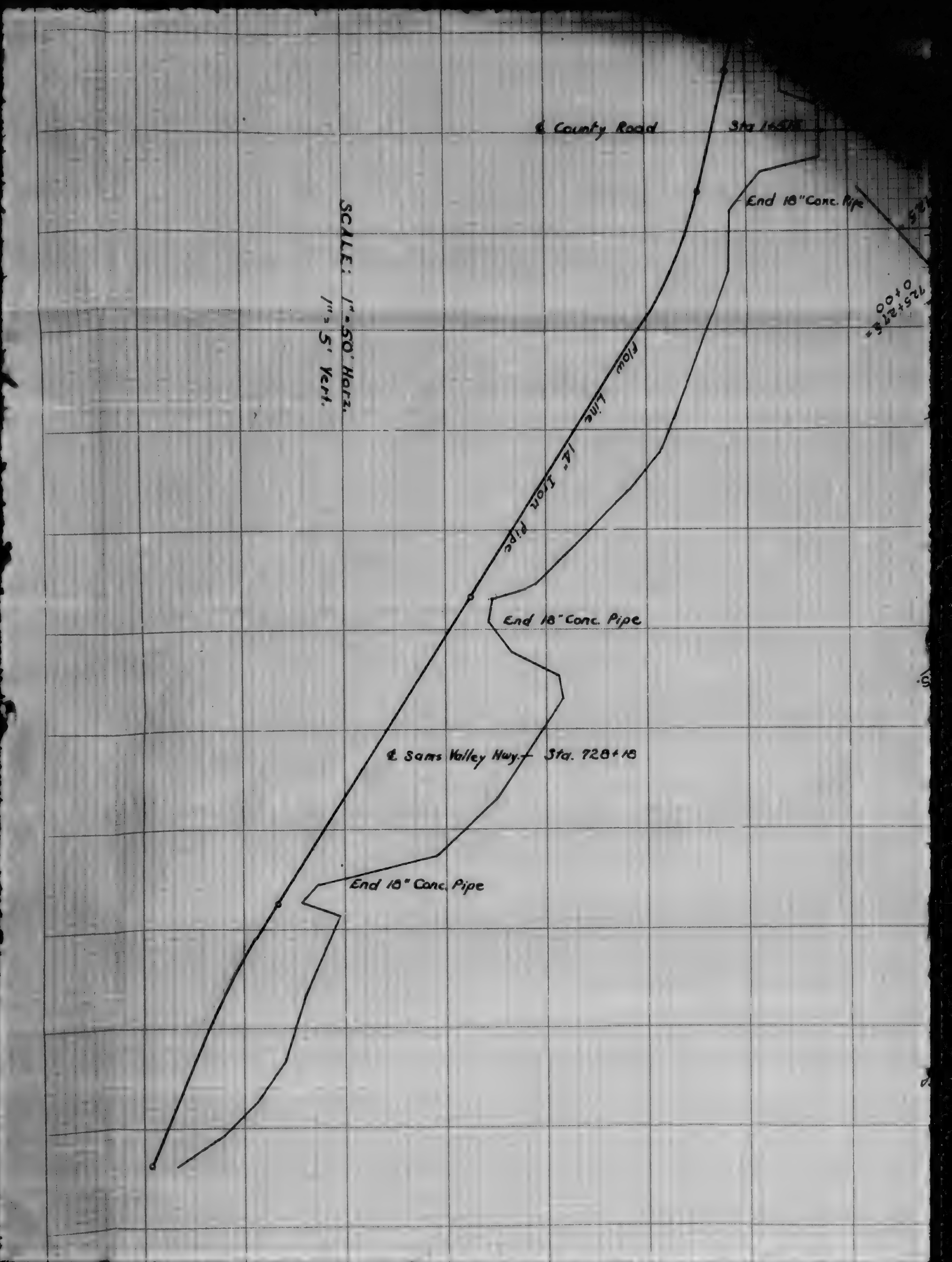
1330

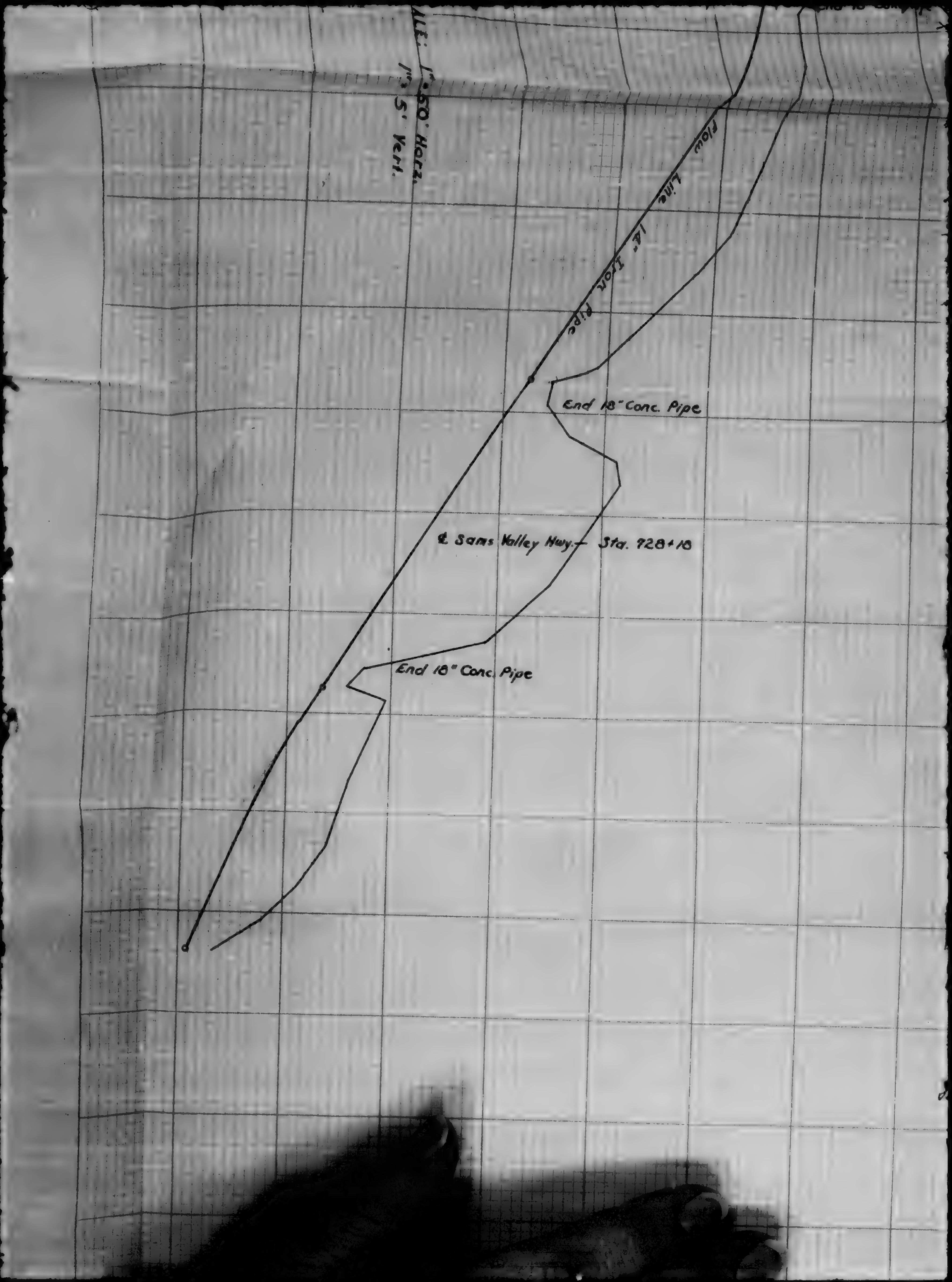

PIPE
1330
1340
End 18" Conc. Pipe
℄ County Road
Sta 1+515
End 18" Conc. Pipe
725
725+21.8±
0+00
℄ County Road
18" Conc. Pipe-60'
℄ Sta. 1+515
14" Iron Pipe
℄ Sams Valley Highway
Flow Line 14" Iron
18" Conc. Pipe
726+05.1 P.C.S.
18" Conc. Pipe
℄ Sta
Sta. 728+10



4" Iron Pipe
Flow Line 14" Iron Pip
725+27 ℄ = 0+00
℄ Sams Valley Highway
nd 18" Conc. Pipe
726+95.7 P.C.S.
Sta. 728+18
18" Conc. Pipe - 129'
℄ Sta 728+18
SCALE: 1"=50'
14" Iron Pipe


1310
1320
1330
1340
End 18" Conc. P
℄ County Road
Sta 1+51.5
End 18" Conc. Pipe
SCALE: 1" = 50' Horiz.
1" = 5' Vert.
Flow Line 14" Iron Pipe
End 18" Conc. Pipe
℄ Sams Valley Hwy. — Sta. 928+18


℄ County Road
Sta 16+55
End 18" Conc. Pipe
725+27.5=
0+00
SCALE: 1" = 50' Horz.
1" = 5' Vert.
Flow Line 14" Iron Pipe
End 18" Conc. Pipe
℄ Sams Valley Hwy. – Sta. 728+18
End 18" Conc. Pipe


ALE: 1" = 50' Horz.
1" = 5' Vert.
Flow Line 14" Iron Pipe
End 18" Conc. Pipe
℄ Sams Valley Hwy. – Sta. 928+18
End 18" Conc. Pipe

RECEIVED
FEB 17 1953
FOR FILING

File

February 16, 1953

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from Mr. B. L. Dodge, Route 3, Box 171 in which he states that he has a claim against Mr. Tom Lillebo in the sum of $150.00 for damages and uncompleted agreements in conjunction with Mr. Lillebo's job on the Sams Valley Secondary Highway at Dodge Bridge.

It appears that the contract to which he refers is known to us as Contract 3509, awarded to Tom Lillebo for structures, grading and surfacing on the Dodge Bridge Section of the Sams Valley Secondary Highway in Jackson County.

We provide this information as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Mr. Tom Lillebo
Reedsport, Oregon

NOTED ON CARD
2-16-53

RECEIVED
FEB 17 1953
FOR FILING

5-53(4)

February 13, 1953

Mr. B. L. Dodge
Route 3, Box 171
Medford, Oregon

Dear Mr. Dodge:

We have received a copy of your letter of February 10 addressed to Mr. Tom Lillebo to which was attached a copy of a previous letter dated November 27, 1952, making claim against Mr. Lillebo in the sum of $150.00 for damages and uncompleted agreements in connection with Mr. Lillebo's operations on State Highway Contract No. 3509 for work on the Dodge Bridge Section of the Sams Valley Secondary Highway in Jackson County.

This contract has not yet been completed, but if other means of satisfaction do not work out and if you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it might be well to file your claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

The Glens Falls Indemnity Company through Rodgers Insurance Agency, Inc., 803 Title and Trust Building, Portland 4, furnished the performance bond for this contract. This bond assures satisfactory completion of the contract and also payment of bills incurred in connection with it. The State does not make payments direct to claimants as we have no way of determining the validity of the various claims submitted. We do generally insist, however, that all claims be settled before final payment is released on a contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
2-13-53

FAQ:md
Attach.

Milford

Rt 3 Box 171.

February 1[illegible], 1953.

Mr. Tom Lillebo,
Reedsport, Oregon.

Dear Sir:

I am very much disappointed that I have received no response to my letter to you of November 27, 1952.

There can honestly be no question about reimbursing us for the damages done. Without any benefit to ourselves we thought we were accommodating and saving you money by permitting you the privileges which we did.

Had we not permitted you to take rock and material for the river revetment, from our property it would have cost much more than the damages you caused, to haul it f from any other available supply. We also thought it was an accommodation to allow your equipment together with oil and gasoline to be parked on our land. Consequently, we feel that our claim is not only a real but also a moral obligation.

It was definitely agreed that a good new gate would be installed where the fence was cut to get revetment material, also one of our gates was ruined where the equipment was parked and very serious and more or less permanent damage was done where your operator drove his dozor the full length of our irrigated field.

We cannot help appreciating the justice of our claim and I shall depend upon receiving reimbursement at an early date.

Very truly yours,

B. F. Dodge

c.c.
State Highway Commission.
[illegible] Heintz Constr. Co.

2-11-53 C

COPY.

November 27, 1952.

Mr. Tom Lillebo,
Reedsport, Oregon.

3509

Dear Sir:

I wish hereby to present a bill for $150.00 for damages and uncompleted agreements in conjunction with your road contract on the Sams Valley secondary highway at Dodge Bridge. The Heintz Constr. Co. properly owes this and I am sending them a copy of this letter but as they were sub-contracting I am looking to you for settlement.

The local highway engineer approached me regarding material for use on the revetment along the river. As it was available without a long haul I told him you could use rock on our property and that the fence could be cut but that when thru a first class gate was to be installed. That was confirmed by letter to Mr. Walter B. Merrill but the gate was never installed.

At the time they were working on the road they parked their equipment, together with their oil and greases and miscellaneous things, on our property. In going in and out of our property they ruined one of our metal gates which needs replacing.

In addition to the above one of the bulldozer operators drove one of the big dozers the full length of our alfalfa field (a distance of half a mile or more) while it was soft from irrigating. They agreed to do some work for us to offset the damage and cost of trying to correct it but moved their equipment away without doing the work.

We figure that the total cost of taking care of the above matters conservatively amounts to $150.00 and I ask that you kindly give this matter your attention and that we be reimbursed for the amount in question at an early date.

Very truly yours,

B. H. Dodge.

[illegible]

2-2-53

Form E-1—10M—7-50

5-52(4)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 1 November 1952, 19

Section Dodge Bridge

Kind of work Structure, Grading, Oil Mat Surf

Highway Sams Valley

Section prefix XXXXXXX 115-1024

Contractor Tom Lillebo

Contract number 3509

Date of contract 12 April 1952, 19

Date of completion , 19

Date work started , 19

Estimated date of completion , 19

Amount of contract . . . . $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date $, %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed construction of shoulders with 3/4"-0 material on Friday

The ends of Dodge Bridge were filled in with material from borrow pit on east side of the bridge.

Grading work remaining to be done is to smooth up the borrow pit area suitable for measurement.

NOTED
H. G. SMITH

RECEIVED
NOV - 3 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed J B Merrill, Resident Engineer

Address Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

3/4"-0 material for shoulders
1¼"-0 materia[illegible]r leveling Course
Selected Roadbed Topping

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	30,000	9,600		55 tons	
Estimated quantities moved or placed to date	30,000	9,600		55 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., Loader 1, Trucks 2, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
[illegible] 1952
FOR FILING

Salem, Oregon
September 11, 1952

Mr. Tom Edwards

There has come to my desk a price agreement on the Dodge Bridge Section, calling for replacement (on the Dodge property) of an 18" pipe, in which is encased a 14" irrigation pipe, by a 42" concrete pipe. The amount indicated on the price agreement is $4,260.70.

There is considerable question as to whether the State is obligated to make such an installation. The right-of-way option called for a pipe large enough to permit repairs of the irrigation pipe. In general such installations are merely of a conduit nature, which permits the pulling of the encased pipe if repairs are needed. The expenditure of this amount of money is unreasonable, as probably not once in a lifetime would the pipe need replacement, and a new replacement could be made in its entirety for not to exceed $1,000.

We are considering refusal of Mr. Dodge's demand for the 42" pipe, but before final action is taken I will appreciate your furnishing me a sketch of the pipe, which I understand consists of two locations, showing a hydraulic grade line, and any other features you deem pertinent, as well as give me your comments relative to this matter.

I will appreciate your giving this your early attention.

WCW:me

W. C. Williams

cc Mr. G. S. Paxson

350

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1952

SUBJECT:

To: Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

Herewith copies of Price Agreement No. 2 on the Dodge Bridge Section. This covers the installation of the 42-inch pipe which is to encase Mr. B. L. Dodge's 14-inch irrigation pipe. This was discussed with you a month or so ago, and it seems such an unreasonable sum to pay for this irrigation crossing that we sent the right-of-way agents back to negotiate with Mr. Dodge. They have not been able to do anything with him, and he insists that he be provided with this 42-inch pipe, which, he says, was promised him at the time the option was taken. I presume that the only thing to do is go ahead with the installation as represented by this price agreement.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

RECEIVED
SEP 9 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1952

SUBJECT: Dodge Bridge Project

To: Mr. Forrest Cooper
Right-of-Way Engineer
Office

Dear Sir:

In the right-of-way agreement with Mr. Dodge, covering right of way on the Dodge Bridge Project in Jackson County, was a provision that the 14-inch steel irrigation pipes under the highway should be encased in a larger culvert so that repairs could be made. Mr. Edwards interpreted this to mean that the outside culvert should be large enough so that the pipe could be pulled, repairs made, and the pipe reinstalled. Mr. Dodge, however, says that his understanding is that the outside pipe should be large enough so that men could get inside it and make repairs to the 14-inch line in place.

In the construction of the job Mr. Edwards encased the 14-inch pipe in an 18-inch concrete culvert. Mr. Dodge is insisting that this 18-inch pipe be replaced with a 42-inch pipe. The estimated cost of making this change under price agreement is $4,260.70.

It would be very seldom that any repairs would have to be made to the 14-inch steel pipe, and certainly these repairs could be made by pulling the pipe and reinstalling for a small fraction of the cost of installing the 42-inch pipe. I would suggest that the right-of-way negotiation be investigated and, if Mr. Dodge is justified in insisting upon the larger pipe under the agreement made with him, that an effort be made to adjust with him for the smaller pipe for a cash settlement.

I am attaching hereto copies of Mr. Merrill's letter and Mr. Dodge's letters concerning the matter.

Very truly yours,

G. S. Paxson
Bridge Engineer

RECEIVED
JUL 28 1952
OFFICE OF
STATE HIGHWAY ENGINEER

Encls.
GSP:gm
cc H. G. Smith
W. C. Williams

RECEIVED
JAN 30 1952
FOR FILING

Salem, Oregon
January 17, 1952

Mr. E. A. Collier

The Legal Department has filed a complaint against A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as the Central Heating Company, and United Pacific Insurance Company, a corporation, for damage to the Dodge Bridge on December 2, 1950 in the amount of $6,000 plus attorney's fees of $1,000.

Service has been completed upon all the defendants and it is expected that this case will become active in the Lane County Circuit Court in the near future.

W. W. Stiffler

WWS:kp
cc Mr. Tom Edwards
Mr. J. G. Bromley

FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1952

SUBJECT: State of Oregon v. A. C. Dixon, et al.
File L-1801

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

L

Dear Mr. Stiffler:

Attached is a complaint which was filed in connection with the accident which took place on December 2, 1950, at Dodge Bridge on the Sams Valley Secondary Highway.

Service has been completed upon all the defendants and it may be expected that this case will be active before very long.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Ralph Wyckoff
RALPH WYCKOFF
Assistant Attorney

RW:ea
Encl.

NOTED
W. W. STIFFLER

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LANE

STATE OF OREGON, by and through its State Highway Commission, composed of Ben R. Chandler, Charles H. Reynolds and M. K. McIver,

Plaintiff,

vs.

A. C. DIXON, R. P. DIXON and GLENN A. BYRNES, doing business as The Central Heating Co., and UNITED PACIFIC INSURANCE COMPANY, a corporation, duly organized and existing under the laws of the State of Washington,

Defendants.

COMPLAINT

Comes now the above named Plaintiff and for its cause of action against the above named Defendants and each of them complains and alleges the following facts:

I.

During all the times hereinafter mentioned the above named Ben R. Chandler, Charles H. Reynolds and M. K. McIver, or their predecessors in office, were and still are the duly appointed, qualified and acting members of the Oregon State Highway Commission, and constituted and now constitute the said Commission; said Ben R. Chandler is and was during all the times hereinafter mentioned the duly elected, qualified and acting Chairman of said Commission; immediately after the organization of said Highway Commission and prior to entering upon any of the proceedings, and prior to the discharge of any of its duties hereinafter mentioned, the said Commission appointed a State Highway Engineer, who immediately thereafter qualified and entered upon the discharge of his duties, and the said Commission is and was during all the said times and respects organized as by law provided and required.

II.

The Defendants, A. C. Dixon, R. P. Dixon and Glenn A. Byrnes were at all times hereinafter mentioned co-partners doing business in the City of Eugene, State of Oregon, under the firm name and style of The Central Heating Co.

III.

The Defendant United Pacific Insurance Company is a corporation duly organized and existing under the laws of the State of Washington, having its principal office in the City of Tacoma, and the said Defendant United Pacific Insurance Company is authorized to transact business in the State of Oregon, especially the business of furnishing bonds, undertakings and other obligatory instruments of similar character.

IV.

The State Highway Commission is authorized and empowered to lay out, locate, construct, reconstruct, improve and maintain state highways, including necessary bridges, culverts and other highway structures and facilities, and specifically including those highways known and designated as the Pacific Highway and the Sams Valley Secondary Highway. The State Highway Commission was at all times material herein also authorized and empowered, upon being furnished with a good and sufficient bond of indemnity for any damage to state highways, to issue permits for the operation of vehicles of a width, height, length or weight in excess of limitations otherwise imposed by statute.

V.

On or about the first day of December, 1950, the Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., made application to the State Highway Commission for a permit to operate from the City of Prospect, Oregon, to the City of Eugene, Oregon, a vehicle of a width and height in excess of the limitations otherwise imposed by statute for operation upon the highways of the State of Oregon.

VI.

The Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., as principal, and the Defendant United Pacific Insurance Company, as surety, did on or about the twelfth day of June, 1950, make, execute and deliver to the Plaintiff a written bond wherein and whereby they covenanted with Plaintiff to pay Plaintiff the sum of Ten Thousand and no/100 ($10,000.00) Dollars upon the express condition therein contained that if the said A. C. Dixon, R. P. Dixon and Glenn A.

Byrnes, doing business as The Central Heating Co., shall faithfully observe each of the terms, provisions, conditions, stipulations, rules, regulations and requirements of said permit; shall indemnify and save harmless the State of Oregon, the State Highway Commission, its officers, agents or employees from any direct or indirect damage or injury which may be suffered by them or any of them, or from claims against them or any of them by reason of any injury to persons or property during the operation of said Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., under said permit; and shall indemnify and make whole the State for any injury or damage to said highway or any part thereof, resulting from the operations of said A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., and shall in all respects faithfully keep and observe all of said requirements, conditions, provisions, rules, regulations or stipulations, then this obligation is to be void, otherwise to remain in full force and effect. There is attached hereto, marked Exhibit "A", and by this reference made a part of this complaint, a true and correct copy of said bond.

VII.

On or about the first day of December, 1950, upon receipt of the said bond, and in consideration of and in reliance upon the same, the State Highway Commission did grant unto the Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., a permit for the operation of an overwidth and overheight vehicle transporting a cyclone dust collector between the cities of Prospect, Oregon, and Eugene, Oregon, a copy of which permit is attached hereto, marked Exhibit "B", and by this reference made a part of this complaint.

VIII.

On or about the first day of December, 1950, upon receipt of the said bond, and in consideration of and in reliance upon the same, the State Highway Commission did grant unto the Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., a permit for the operation of an overwidth vehicle transporting an asphalt mixing pug between the cities of Prospect, Oregon, and Eugene, Oregon, a copy of which permit is attached hereto, marked Exhibit "C", and by this reference made a part of this complaint.

IX.

On the second day of December, 1950, subsequent to the delivery of the said bond and the issuance of the said permits, Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., caused to be operated a vehicle of a width and height greater than that otherwise permitted by statute, pursuant to permission granted by the aforesaid permits, and on the second day of December, 1950, the Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., caused the said vehicle, while laden with a portion of an asphalt mixing pug and a portion of a cyclone dust collector, to be driven and operated over and upon the Sams Valley Secondary Highway and over and upon Dodge Bridge, a portion of the said highway, said route not being authorized by the said permit. The Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., caused the said vehicle to be laden to a total gross weight in excess of 33,000 pounds, and the said Dodge Bridge having a duly established and posted maximum weight limitation of 15 tons, the said Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., caused the said vehicle to be laden to a total gross weight in excess of said maximum weight limitation, to-wit: 33,000 pounds, and failed to place flagmen at each end of the Dodge Bridge in order to determine the adequacy of the horizontal clearance upon Dodge Bridge while occupied by the vehicle which was caused to be operated by the Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., and while the said vehicle was upon the Dodge Bridge, a portion of the Sams Valley Secondary Highway, the said vehicle operated by the Defendants did strike and also did cause the said bridge to collapse into the Rogue River.

X.

The Defendants A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., have wholly failed to perform the conditions of the said bond on their part, and have failed and refused to indemnify the Plaintiff and make whole to the State for the injuries and damage to the said Dodge Bridge, although demand for such indemnification and making whole was made upon A. C. Dixon, R. P. Dixon and Glenn A. Byrnes, doing business as The Central Heating Co., on or about the third day of January, 1951.

The Defendant United Pacific Insurance Company has wholly failed to perform the conditions of the said bond on its part and has failed and refused to indemnify the Plaintiff and make whole to the State of Oregon for the said injuries and damage to the said Dodge Bridge, although demand for such indemnification and making whole was made upon the Defendant United Pacific Insurance Company on or about the eighth day of March, 1951.

XI.

The cost of repair of the said Dodge Bridge from the aforesaid injuries and damage is in the amount of $6,600.00, which amount is now due and owing the State of Oregon, by and through its State Highway Commission, from said Defendants and each of them.

XII.

The sum of One thousand dollars ($1,000.00) is a reasonable sum to be allowed Plaintiff as attorney's fees.

WHEREFORE, Plaintiff prays for judgment against the Defendants and each of them in the sum of seven thousand six hundred and no/100 ($7,600.00) Dollars and judgment for Plaintiff's costs and disbursements incurred in the prosecution of this action.

GEORGE NEUNER
Attorney General of the State of Oregon

C. W. ENFIELD
Assistant Attorney General and Chief Counsel for the State Highway Commission

C
o
p
y

12-6-48 Rev. GWN

OREGON STATE HIGHWAY COMMISSION

SPECIAL TRANSPORTATION PERMIT BOND

KNOW ALL MEN BY THESE PRESENTS: That We, THE CENTRAL HEATING CO. ______________________, as principal, and United Pacific Insurance Co. as surety, are jointly and severally held and bound unto the State of Oregon in the sum of - - - - - - - -$10,000 - - - for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH:

THAT, WHEREAS, the said principal herein is making and will from time to time hereafter make applications to the Oregon State Highway Commission under the provisions of Section 115-393, O.C.L.A., for Permission to transport over, upon or across a State Highway, the following described property, to wit; oversize and/or overweight loads or equipment, and

WHEREAS, said applications from time to time are granted by the Oregon State Highway Commission and licenses or permits are issued, subject to and upon certain conditions, stipulations, rules, regulations and provisions specifically set forth in said licenses or permits and specific reference is now made to each and all of said terms, provisions, specifications, rules, regulations and requirements set out, declared or provided in either or any said licenses or permits now or hereafter issued.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe each of the terms, provisions, conditions, stipulations, rules, regulations and requirements of each of said licenses or permits; shall indemnify and save harmless the State of Oregon, the State Highway Commission, its officers, agents or employees from any direct or indirect damage or injury which may be suffered by them or any of them, or from claims against them or any of them by reason of any injury to persons or property during the operation of said principal under either or any of said licenses or permits; and shall indemnify and make whole the State for any injury or damage to said highway or any part thereof, resulting from the operations of said principal, and shall in all respects faithfully keep and observe all of said requirements, conditions, provisions, rules, regulations or stipulations, then this obligation is to be void, otherwise to remain in full force and effect.

Unless definite expiration date is specified hereon, this bond shall continue in force until 30 days' written notice is given to the Oregon State Highway Commission at Salem, Oregon, whereupon this bond may be cancelled and the surety shall be relieved of all liability and obligation upon any permit or license issued after the expiration of the 30-day period and not otherwise:

WITNESS our hands and seals this 12th day of June, 1950

THE CENTRAL HEATING CO. (SEAL)
Glenn A Byrnes (Sgd.) (SEAL)
A. C. Dixon (Sgd.) (SEAL)
R. P. Dixon (Sgd.) (SEAL)
Principal

Exhibit "A"

United Pacific Insurance Co.
By Ray F. Siegenthaler (Sgd.)
Attorney in Fact
Surety

Countersigned:
Ray F. Siegenthaler
Resident Agent

Permit No. SP41323

OREGON STATE HIGHWAY COMMISSION

SPECIAL
TRANSPORTATION PERMIT
FOR
EXCESSIVE WEIGHT, WIDTH, HEIGHT
and/or LENGTH

Eugene, OREGON

Date 12-1-50 19

Hour 2:21 P. M.

HAULING OF LOGS OR PILING IS NOT ALLOWED UNDER THIS PERMIT

THIS COPY FOR

P. U. C. OFFICE ☐
☐
☐
☐

Central Heating Co.
Eugene, Oregon

MOVEMENT MAY NOT BE MADE IN FOGGY OR INCLEMENT WEATHER

Subject to each and all of the following terms and conditions, including those on the reverse side hereof and pursuant to the provisions of Section 115-393, O. C. L. A., and not otherwise, and subject to the condition that this permit shall be null and void for noncompliance with any of the descriptions, terms or conditions printed or written herein, the permittee is hereby authorized to transport the commodity of the description, overall size and weight hereinafter stated over state highways named herein from Prospect to Eugene

Highway route: Ore 62, US 99, via Grants Pass and Roseburg

COMMODITY: Cyclone Dust Collector

OVERALL WIDTH: 8'6"

OVERALL HEIGHT: 12' 0"

OVERALL LENGTH: legal

GROSS WEIGHT: legal

DESCRIPTION OF HAULING EQUIPMENT

MAKE OF EQUIPMENT	MOTOR No.	PUC No.	LICENSE No.	FIRM No.
Int.	C566927	328618 & 35110		

PERMITTEE SHALL PROVIDE A WARNING TO OTHER HIGHWAY USERS BY THE USE OF FLAGMAN OR FLAGMEN AS CHECKED:

☒ The above described movement shall be proceeded by a flagman-escort, approximately 500 feet in advance of the movement. It shall be the duty of permittee, by the aid of approved signaling device to flag and warn approaching traffic of danger, furthermore, escort conveyance shall display the standard Oregon State Highway sign No. OC-8B or one substantially similar bearing the words "WARNING—WIDE LOAD" in a manner visible to approaching traffic.

☐ The above described movement shall be proceeded and followed by flagmen-escorts, approximately 500 feet in advance and to the rear of said movement. It shall be the duty of permittee, by the aid of approved signaling devices to flag and warn approaching traffic of danger; furthermore, escort conveyances shall display standard Oregon State Highway signs No. OC-8B or ones substantially similar, bearing the words "WARNING—WIDE LOAD" in a manner visible to approaching and overtaking traffic.

☐ No flagmen required except as specified in paragraphs 10 and 11 hereof.

License and P. U. C. Permit 1. The above-described equipment shall be properly licensed in the State of Oregon and shall be declared with the Public Utilities Commissioner for its maximum legal carrying capacity. Each unit shall carry proper Oregon P. U. C. Certificate and plate.

Tires 2. All wheels must be equipped with pneumatic tires and the tire width of any individual wheel or axle shall be sufficient to provide not less than one inch of tire width (manufacturer's rating) for each 600 pounds of the gross weight on each wheel or axle.

Allowable Weight 3. The gross weight on any group of axles spaced more than 18 feet apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = XXX (L + 40), wherein W equals the gross weight in pounds and L equals the distance in feet between the first and last axles of such group of axles. This provision shall apply to intermediate axle groups as well as to the overall wheelbase of a combination of vehicles.

The gross weight on any group of axles spaced 18 feet or less apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = XXX (L + 40); except however, when L is less than sufficient to provide a gross weight of 37,000 pounds, the gross weight may equal, but shall not exceed 37,000 pounds.

In no case shall the combined weight of the vehicle and load or vehicles and load exceed XXX pounds, nor shall the weight on any individual axle exceed 18,000 pounds.

Coverage 4. This permit is intended to cover the following features only: Overwidth, height only and a signed copy must be carried in the cab of each truck listed herein during the progress of the movement.

Expiration 5. THIS PERMIT IS OF A TEMPORARY NATURE ONLY AND WILL EXPIRE ON 12-8-50

SEE REVERSE SIDE FOR ADDITIONAL PROVISIONS.

Exhibit "B"

OREGON STATE HIGHWAY COMMISSION

R H Baldock

By R. H. BALDOCK, State Highway Engineer

Countersigned by Chas. Thornton by vc

Title Office Asst.

Crossing Highway Center Line and Clearance 6. Any vehicle with load thereon operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, except when overtaking or passing other vehicles or obstruction on the highway, unless special permission shall have first been obtained from the State Highway Commission. (In case such special permission is granted, it will be noted in special provisions hereinbelow.) The driver of any vehicle listed in this permit shall, at all times, maintain a clearance of 500 feet between his vehicle and another truck or bus except when overtaking or passing such other truck or bus.

Coupling Device 7. The coupling device connecting truck and trailer shall be of such design that the wheels of the trailer will follow approximately in the tracks made by the rear wheels of the truck furnishing the motive power without allowing any portion of the hauling equipment or load carried thereon to extend over or across the center line of the highway.

Overhang 8. If necessary, in order to legally distribute the weight of the load and to avoid an overhang or unsupported load in excess of the limit permitted by statute, the distance between the rear axle of the truck and the front axle of a semitrailer, pole trailer or pipe dolly may be extended in excess of 25 feet.

Speed 9. The driver of any vehicle listed in this permit shall, at all times, operate his vehicle at a reasonable speed, giving due consideration to existing conditions, provided that at no time shall the vehicle be operated on curves at a speed in excess of 35 miles per hour. The speed of the movement shall not exceed fifteen (15) miles per hour in any zone covered by advance warning or curve signs and/or bridges.

Flagmen Entrance and Exit 10. A flagman shall be stationed at each point where the load enters a state highway and at each point where the load leaves a state highway.

Flagmen Impaired Clearance 11. Movements involving loads of excessive width and/or height shall not be transported across any highway bridge structure with impaired vertical or horizontal clearance except under protection of flagmen. Such flagmen shall be stationed one at each end of the structure and it shall be their duty to prevent other vehicles from entering upon the structure while it is occupied by the movement covered by this permit. Full responsibility for the determination of adequate clearance, either vertical or horizontal, hereby is imposed on the permittee.

Night Hauling 12. **Unless otherwise endorsed hereon movements involving widths in excess of eight (8) feet and overall heights in excess of 12 feet 6 inches during Saturday afternoons, Sundays, holidays, or between sunset and sunrise is strictly prohibited. The particular holidays to which this reservation applies are New Years Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, and Christmas Day; and whenever any of said holidays fall on a Sunday, then the following Monday shall be deemed the holiday.**

Bond Highway Damage 13. Permittee shall be held responsible and liable for any and all injury or damage to any highway or to any highway structure occasioned by the transportation of said load or loads over said highways, and hereby agrees to reimburse the State Highway Commission for the cost or expense of repairing any such injury or damage, such reimbursement to be made by the permittee within ten days after being billed for the same by the State Highway Commission. Furthermore, permittee shall furnish the State either a certified check or a surety bond in an amount to be specified by the Commission to guarantee the payment of claim for damages, should there be such claim.

Insurance 14. Permittee shall also be held responsible and liable for any and all injury to persons or damage to property resulting from the transportation of said load or loads over and upon said highways, and shall indemnify and hold harmless the State of Oregon, the State Highway Commission, and/or any officer or agent of the State, or of the State Highway Commission, from liability in the event that such injury or damage shall occur. In this connection permittee shall furnish to the State Highway Commission satisfactory public liability and property damage insurance in amounts as may be required by the Commission, to insure the State of Oregon and its State Highway Commission, jointly and severally, against liability in the event of an injury or accident occurring by reason of said permittee's operations on a state highway. **This permit shall automatically terminate, and be of no force and effect, in the event that any insurance filed under this provision is allowed to lapse.**

County Roads and City Streets 15. **This permit does not authorize operations over county roads and/or city streets. To operate over a county road a permit must be obtained from the county court having jurisdiction over the road; likewise, to operate over a city street other than a state highway route, a permit must be obtained from the proper city authority.**

16. The above-listed provisions, conditions and restrictions, are to be considered as supplementing the special regulations promulgated by the Public Utilities Commissioner of Oregon and the requirements of the Oregon Motor Vehicle Laws, the Oregon Motor Transportation Code, and the Logging Safety Code of the Oregon State Industrial Accident Commission. Permittee's attention is invited to the provisions of Section 115-393, O. C. L. A.

ADDITIONAL SPECIAL PROVISIONS

E-380

Permit No. SP 41326

OREGON STATE HIGHWAY COMMISSION

SPECIAL
TRANSPORTATION PERMIT
FOR
EXCESSIVE WEIGHT, WIDTH, HEIGHT
and/or LENGTH

Eugene, OREGON

Date Dec. 1 1950

Hour 3:00 P. M.

HAULING OF LOGS OR PILING IS NOT ALLOWED UNDER THIS PERMIT

THIS COPY FOR

P. U. C. OFFICE ☐
☐
☐
☐

Central Heating Co.
Eugene, Oregon

MOVEMENT MAY NOT BE MADE IN FOGGY OR INCLEMENT WEATHER OR WHEN HIGHWAYS ARE HAZARDOUS DUE TO ICE AND SNOW

Subject to each and all of the following terms and conditions, including those on the reverse side hereof and pursuant to the provisions of Section 115-393, O. C. L. A., and not otherwise, and subject to the condition that this permit shall be null and void for noncompliance with any of the descriptions, terms or conditions printed or written herein, the permittee is hereby authorized to transport the commodity of the description, overall size and weight hereinafter stated over state highways named herein from

Prospect to Eugene

Highway route: Ore 62, US 99

COMMODITY: Asphalt Mixing Pug

OVERALL WIDTH: 10'0" **OVERALL HEIGHT:** legal

OVERALL LENGTH: legal **GROSS WEIGHT:** legal
P. 3 not appl.

DESCRIPTION OF HAULING EQUIPMENT

MAKE OF EQUIPMENT	MOTOR No.	PUC No.	LICENSE No.	FIRM No.
International	C566927	3-28618 & 31534 CT		

PERMITTEE SHALL PROVIDE A WARNING TO OTHER HIGHWAY USERS BY THE USE OF FLAGMAN OR FLAGMEN AS CHECKED:

☒ The above described movement shall be proceeded by a flagman-escort, approximately 500 feet in advance of the movement. It shall be the duty of permittee, by the aid of approved signaling device to flag and warn approaching traffic of danger, furthermore, escort conveyance shall display the standard Oregon State Highway sign No. OC-8B or one substantially similar bearing the words "WARNING—WIDE LOAD" in a manner visible to approaching traffic.

☐ The above described movement shall be proceeded and followed by flagmen-escorts, approximately 500 feet in advance and to the rear of said movement. It shall be the duty of permittee, by the aid of approved signaling devices to flag and warn approaching traffic of danger; furthermore, escort conveyances shall display standard Oregon State Highway signs No. OC-8B or ones substantially similar, bearing the words "WARNING—WIDE LOAD" in a manner visible to approaching and overtaking traffic.

☐ No flagmen required except as specified in paragraphs 10 and 11 hereof.

License and P. U. C. Permit 1. The above-described equipment shall be properly licensed in the State of Oregon and shall be declared with the Public Utilities Commissioner for its maximum legal carrying capacity. Each unit shall carry proper Oregon P. U. C. Certificate and plate.

Tires 2. All wheels must be equipped with pneumatic tires and the tire width of any individual wheel or axle shall be sufficient to provide not less than one inch of tire width (manufacturer's rating) for each 600 pounds of the gross weight on each wheel or axle.

Allowable Weight 3. The gross weight on any group of axles spaced more than 18 feet apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = XXX (L + 40), wherein W equals the gross weight in pounds and L equals the distance in feet between the first and last axles of such group of axles. This provision shall apply to intermediate axle groups as well as to the overall wheelbase of a combination of vehicles.

The gross weight on any group of axles spaced 18 feet or less apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = XXX (L + 40); except however, when L is less than sufficient to provide a gross weight of 37,000 pounds, the gross weight may equal, but shall not exceed 37,000 pounds.

In no case shall the combined weight of the vehicle and load or vehicles and load exceed XXX pounds, nor shall the weight on any individual axle exceed 19,000 pounds.

Coverage 4. This permit is intended to cover the following features only: overwidth only
and a signed copy must be carried in the cab of each truck listed herein during the progress of the movement.

Expiration 5. **THIS PERMIT IS OF A TEMPORARY NATURE ONLY AND WILL EXPIRE ON** 12-8-50

SEE REVERSE SIDE FOR ADDITIONAL PROVISIONS.

OREGON STATE HIGHWAY COMMISSION

RHBaldock

By R. H. BALDOCK, State Highway Engineer

Countersigned by Chas. Thornton by vo

Title Office Asst.

Exhibit "C"

Crossing Highway Center Line and Clearance 6. Any vehicle with load thereon operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, except when overtaking or passing other vehicles or obstruction on the highway, unless special permission shall have first been obtained from the State Highway Commission. (In case such special permission is granted, it will be noted in special provisions hereinbelow.) The driver of any vehicle listed in this permit shall, at all times, maintain a clearance of 500 feet between his vehicle and another truck or bus except when overtaking or passing such other truck or bus.

Coupling Device 7. The coupling device connecting truck and trailer shall be of such design that the wheels of the trailer will follow approximately in the tracks made by the rear wheels of the truck furnishing the motive power without allowing any portion of the hauling equipment or load carried thereon to extend over or across the center line of the highway.

Overhang 8. If necessary, in order to legally distribute the weight of the load and to avoid an overhang or unsupported load in excess of the limit permitted by statute, the distance between the rear axle of the truck and the front axle of a semitrailer, pole trailer or pipe dolly may be extended in excess of 25 feet.

Speed 9. The driver of any vehicle listed in this permit shall, at all times, operate his vehicle at a reasonable speed, giving due consideration to existing conditions, provided that at no time shall the vehicle be operated on curves at a speed in excess of 35 miles per hour. The speed of the movement shall not exceed fifteen (15) miles per hour in any zone covered by advance warning or curve signs and/or bridges.

Flagmen Entrance and Exit 10. A flagman shall be stationed at each point where the load enters a state highway and at each point where the load leaves a state highway.

Flagmen Impaired Clearance 11. Movements involving loads of excessive width and/or height shall not be transported across any highway bridge structure with impaired vertical or horizontal clearance except under protection of flagmen. Such flagmen shall be stationed one at each end of the structure and it shall be their duty to prevent other vehicles from entering upon the structure while it is occupied by the movement covered by this permit. Full responsibility for the determination of adequate clearance, either vertical or horizontal, hereby is imposed on the permittee.

Night Hauling 12. Unless otherwise endorsed hereon movements involving widths in excess of eight (8) feet and overall heights in excess of 12 feet 6 inches during Saturday afternoons, Sundays, holidays, or between sunset and sunrise is strictly prohibited. The particular holidays to which this reservation applies are New Years Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, and Christmas Day; and whenever any of said holidays fall on a Sunday, then the following Monday shall be deemed the holiday.

Bond Highway Damage 13. Permittee shall be held responsible and liable for any and all injury or damage to any highway or to any highway structure occasioned by the transportation of said load or loads over said highways, and hereby agrees to reimburse the State Highway Commission for the cost or expense of repairing any such injury or damage, such reimbursement to be made by the permittee within ten days after being billed for the same by the State Highway Commission. Furthermore, permittee shall furnish the State either a certified check or a surety bond in an amount to be specified by the Commission to guarantee the payment of claim for damages, should there be such claim.

Insurance 14. Permittee shall also be held responsible and liable for any and all injury to persons or damage to property resulting from the transportation of said load or loads over and upon said highways, and shall indemnify and hold harmless the State of Oregon, the State Highway Commission, and/or any officer or agent of the State, or of the State Highway Commission, from liability in the event that such injury or damage shall occur. In this connection permittee shall furnish to the State Highway Commission satisfactory public liability and property damage insurance in amounts as may be required by the Commission, to insure the State of Oregon and its State Highway Commission, jointly and severally, against liability in the event of an injury or accident occurring by reason of said permittee's operations on a state highway. This permit shall automatically terminate, and be of no force and effect, in the event that any insurance filed under this provision is allowed to lapse.

County Roads and City Streets 15. This permit does not authorize operations over county roads and/or city streets. To operate over a county road a permit must be obtained from the county court having jurisdiction over the road; likewise, to operate over a city street other than a state highway route, a permit must be obtained from the proper city authority.

16. The above-listed provisions, conditions and restrictions, are to be considered as supplementing the special regulations promulgated by the Public Utilities Commissioner of Oregon and the requirements of the Oregon Motor Vehicle Laws, the Oregon Motor Transportation Code, and the Logging Safety Code of the Oregon State Industrial Accident Commission. Permittee's attention is invited to the provisions of Section 115-303, O. C. L. A.

ADDITIONAL SPECIAL PROVISIONS

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File

FORM E-BOX 25M 11-50 44708

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 19, 1951

SUBJECT:

To: Mr. W. B. Merrill
Resident Engineer
State Highway Dept.
Box 1122
Medford, Oregon

NOTED
W. C. WILLIAM

Dear Sir:

Herewith bill from the California Oregon Power Company for replacing Poles 8/12 and 9/12 on their line No. 6 at Dodge Bridge.

Will you please check these bills and if correct, approve and return through the usual channels.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc K. D. Lytle
W. C. Williams

[illegible]

December 19, 1951

Mr. S. M. Bullis
District Manager
California Oregon Power Company
Medford, Oregon

Dear Sir:

Reference is made to your letter of December 14th, pertaining to the reconstruction of your transmission line No. 6 between Poles 8/12 and 9/12.

We have referred your bill to our Field Office for approval and, if in proper order, it will be placed in line for payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

December 17, 1951

ASSIGNMENT

No. 30
By

Description: Letter of December 14 by California Oregon Power Company attaching bill in connection with reconstruction of transmission lines in connection with relocation of Hwy. No. 271 in vicinity of Dodge Br.

Acknowledged by - - - - - Referred to - - Smith - - - - - - - -

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for - - - - - - - - - - - - - - - - -

- signature
- -

Assignment executed - - - - - - Report received 12-19-51

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

THE CALIFORNIA OREGON POWER COMPANY

IN REPLY PLEASE REFER
TO OUR FILE NUMBER

MEDFORD, OREGON

December 14, 1951

[illegible]
W. C. WILLIAMS
[illegible]

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The relocation of secondary highway No. 271, in the vicinity of the new Dodge Bridge and the fills in connection therewith, resulted in impaired clearance for our transmission line No. 6 between Poles 8/12 and 9/12.

Our power line was on private right of way in that area and it was viewed by our man and your Mr. Merrill. An appropriate reconstruction was agreed upon.

Attached is our bill for the construction which, after appropriate credit on depreciation on materials removed, amounts to $765.00. The bill for this, in duplicate, is attached for your consideration.

Very truly yours,

THE CALIFORNIA OREGON POWER CO.

S M Bullis

S. M. BULLIS
District Manager

NOTED
W. C. WILLIAMS

attachment
SMB/gcw

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FOR FILING
[illegible]
[illegible]

Department of Commerce
Bureau of Public Roads
Division Eight

October 9, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Oregon U-130(4)	Columbia Slough-Columbia Boulevard
Oregon U-130(5)	Bridgeton Road-Gerts Road Section
Oregon S-52(4)	Dodge Bridge Section, Sams Valley Highway
Oregon S-111(1)	Island City-Lone Tree Section

Very truly yours,

W. H. Lynch
Division Engineer

By:

L. J. Caufield
Principal Highway Engineer

Encls.

evised 1946)

8

State Oregon

Project No. S-52(4)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

File →

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of October, 1951,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1951, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of March, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thirty-three thousand and 00/100 dollars ($133,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Iro

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 699+50 in the SW 1/4, Section 17, T-35-S, R-1-W, W.M., and survey station 745+50 in the SE 1/4, Section 17, T-35-S, R-1-W, W.M., without exception

, length 0.874 miles, in Jackson County, being Oregon Federal Aid/ Secondary project No. S-52(4), consisting of 0.798 miles of roadway and one bridges of more than 20 feet clear span, 0.076 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

10—11870-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

one hundred thirty-three thousand and 00/100

dollars ($133,000.00), which does not exceed the authorized Federal pro rata share of

two hundred fifteen thousand three hundred nine and 60/100

dollars ($215,309.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chapter 529, Laws 1939

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M. A. McLean

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

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OCT 8 1951

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OREGON DISTRICT

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File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 5, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Re: Oregon Project S-52(4), Dodge Bridge
Allotment Authorization D 35-86.

Attached are two copies of subject authorization dated October 4, 1951, issued to Tom Lillebo, Reedsport, Oregon covering 43 tons carbon steel shapes for fourth quarter, 1951 delivery.

Very truly yours,

C G Polk
C. G. Polk
Acting District Engineer

CC:C.A.Gardner

~~REFERRED TO~~
~~Paxson~~
~~By State Highway Engineer~~

A-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 8

Tom Lillebo
Reedsport, Oregon

Date: October 4, 1951
BPR Serial No. D 35-86
State: Oregon

Gentlemen:

HIGHWAY PROJECT IDENTIFICATION

Oregon Project S-52(4), Dodge Bridge over Rogue River on Sams Valley Highway.

Specific Item	Quantity	Allotment Number	Period Valid
Carbon steel shapes	43 Tons	J-3-4Q51	Fourth quarter 1951

You are hereby authorized to use the Bureau of Public Roads Allotment Number for the controlled material items, quantities, and periods specified above. The quantities are not to be exceeded and the use of the allotment number is valid only for the period specified. The use of the allotment numbers is subject to the following conditions:

1. The contractor, in addition to placing the Allotment Number on his material order, shall certify as follows: "Certified under CMP Regulation 6," and sign and date.

2. Materials received pursuant to this authorization must be used only in the construction of the designed projects, not in excess of the amount indicated for these projects. Further, the conditions set forth apply to the allotment authorized for these projects and do not affect the conditions that may be set forth for other projects under contract by you.

3. If you do not need to use this allotment number for the full amount of controlled materials authorized for the above-named projects, you must promptly notify the District Engineer for the Bureau of Public Roads of the amount not needed so that this authorization may be reduced and these materials authorized for other projects. The following is the District Engineer's address:

Room 408, State Highway Bldg.
Salem, Oregon

4. Section 17(b) of CMP Regulation 6 provides that each contractor shall retain for at least two years at his regular place of business all documents upon which he relies as entitling him to receive an allotment of controlled materials, together with a record of the actual quantities received.

5. This allotment of steel and copper does not constitute a waiver of the requirements to secure authority to commence construction under NPA Order M-4, when such authority is necessary.

Correspondence and inquiries concerning this authorization should be addressed to the Bureau of Public Roads representative indicated in the paragraph numbered 3.

If a further allotment of steel or copper is needed for the above-named projects, application should be made through the State highway department to the Bureau of Public Roads District Engineer. Such application must be made at such time in advance as is specified in Schedule III of CMP Regulation 1, plus the time required to process the application. (The lead time required by the mills for most carbon steel is 45 days in advance of the first day of the month in which shipment is requested).

This action is taken pursuant to the Defense Production Act of 1950, DPA Program Determination, and CMP Regulation 6 relating to construction under the Controlled Materials Plan.

COMMISSIONER OF PUBLIC ROADS

By

W. H. LYNCH
Division Engineer

Oct. 4	D35-86	Reinstates 43 tons of shapes 4th quarter being part of the 100 tons allotted by D35-75 which was returned as unusable by state's 9/24 letter.
Sept. 17	D35-75	Reinstates 100 ton shapes 4th quarter originally allotted by D35-43 but cancelled by D35-65.
Aug. 29	D35-65	38 ton plates, 5 ton shapes first quarter partial revalidation of D35-43.
Aug. 23	D35-61	37 ton reinforcing fourth quarter conversion of D35-3.
Aug. 17	D35-43	36 ton plates, 165 ton shapes, fourth quarter revalidation of 35-5.
Aug. 7	D35-36	37 ton reinforcing, DO rating (does not duplicate 35-12).
July 10	35-12	20 ton third quarter reinforcing, third quarter.
July 3	35-5	143 ton third quarter conversion of PR-473.
June 6	PR-473	143 ton DO rating

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JAN 4, 1952
FOR FILING
FORM K-30 25M 3-51 47198

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon.
October 1, 1951.

SUBJECT: DODGE BRIDGE.

To: Mr. W. W. Stiffler
Asst. State Highway Engineer
Salem, Oregon.

Dear Sir:

A thorough search, using a boat with anchor, was undertaken Thursday, Sept. 25th at site of "Dodge Bridge" crossing of the Rogue River on the Sams Valley secondary highway, for machinery parts, allegedly lost from a Central Heating Company truck, at time of collapse of the bridge on Dec. 2, 1950.

The river was clear and averaged from six to ten feet in depth. A very careful search was made of the area under the supervision of Mr. H. H. McClure, Resident Bridge Engineer.

No machinery parts of any description were found.

Very truly yours,

J. G. Bromley
J.G.Bromley,
Dist.Maint. Sup't.

JGB:EKG:

cc H. H.McClure

cc sent to: E. A. Collier
Legal Department--Attention: Mr. Wycoff

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OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
FORM E-30 25M 11-50 44701

5-2-C(4)

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 20, 1951

SUBJECT: Claim against Central Heating Co.

To:

Mr. W. W. Stiffler
Assistant Highway Engineer
OFFICE

Dear Mr. Stiffler:

I have just been instructed by Mr. Devers to prepare a complaint instituting action against the Central Heating Company in connection with the damage done to Dodge Bridge. Such an action must necessarily be based upon § 115-384, O. C. L. A., which provides that there be liability "for all damages done to said highways or bridges by virtue of said (overweight) violations."

In order for us to prevail in this case, it will be necessary to prove that the collapse of the bridge was the result of the overweight violation of the Central Heating Company vehicle.

I would appreciate it very much if I could be furnished with the necessary information substantiating the position that the collapse of the bridge was the result of the overweight violation.

Yours very truly,

J. M. DEVERS
Chief Counsel

By Ralph Wyckoff
Ralph Wyckoff

RW:PK

NOTED
W. W. STIFFLER
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FORM E-30X 25M 9-49 24998

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 18, 1951

SUBJECT: Central Heating Co.

To: Mr. Ralph Sipprell
Director of Permits

Dear Mr. Sipprell:

You will recall that a permit was issued, I believe in December 1950, to the Central Heating Company, authorizing and permitting the permittee to transport over a certain highway a commodity referred to and identified as a cyclone dust collector. A bond was required in connection with the permit.

The permittee damaged the Dodge Bridge and the damage, so I am advised, amounted to something in excess of $6,000. Both the permittee and the bonding company refused to make good the damage.

The purpose of this letter is to call to your attention the default on the part of the permittee and its surety and to recommend very strongly that no permits in the future be issued to the Central Heating Company.

Very truly yours,

J. M. DEVERS

J. M. DEVERS
Chief Counsel

NOTED
W. W. STIFFLER

JMD:amc
cc Mr. R. H. Baldock

Stiffler
Please see me on this

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AGENDA
SEP 12 1951

2-a

discuss claim against Central Heating Co. for damage to Dodge bridge on Sams Valley Secondary Hwy, Jackson Co

Bonding Co alleges Central Heating Co had permit for moving something other than Cyclone Equip which they were actually hauling - also ~~that~~ they did not use route specified in permit so bond is not liable. Devers questions if can recover on bond — probably fail in court if sue on bond as [illegible]. He will recommend sue Central Heating Co.

CCR.

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3[illegible]

August 9, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Dodge Bridge Section, Project No. S-52 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JW:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-52 (4)

DODGE BRIDGE SECTION OF THE
SAMS VALLEY HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 20, 1951

Type Code 5231
Roadway (Sta. 679+50 to 745+50)

All Required		Clearing and Grubbing		$ 1,000.00
270	cu. yds.	Trench Excavation, Unclassified	$ 2.50	675.00
36,000	cu. yds.	General Excavation, Unclassified	0.72	25,920.00
85,000	yd. stas.	Short Overhaul	0.015	1,275.00
210	C-yd. stas.	Long Overhaul	0.50	105.00
0.80	mile	Finishing Roadbed and Slopes	850.00	680.00
1,200	lin. ft.	Rounding Cutbanks	0.20	240.00
300	lin. ft.	18-inch Concrete Pipe	4.00	1,200.00
70	lin. ft.	24-inch Concrete Pipe	5.40	378.00
200	lin. ft.	18-inch Concrete Siphon Pipe	6.00	1,200.00
25	cu. yds.	Concrete End Basins	60.00	1,500.00
10,000	cu. yds.	Selected Roadbed Topping	0.60	6,000.00
19,200	yd. mi.	Hauling Roadbed Topping	0.20	3,840.00
690	cu. yds.	1¼" - 0 Crushed Gravel in Leveling Course	5.00	3,450.00
200	cu. yds.	3/4" - 0 Crushed Gravel in Shoulders	5.00	1,000.00
230	M-gals.	Sprinkling	3.00	690.00
0.80	mile	Preparation of Base	500.00	400.00
500	cu. yds.	Furnishing and Placing Aggregates	6.50	3,250.00
43	tons	Furnishing and Placing 150-200 Asphalt	50.00	2,150.00
12	tons	Furnishing and Placing RS-1 Emulsified Asphalt	52.00	624.00
		Subtotal		$ 55,577.00
		10% Engr. & Cont.		5,557.70
		Total		$ 61,134.70

Type Code X032
Bridge, Sta. 733+60 to 737+62.5)

All Required		Shoring, Cribbing, Etc.		$ 16,500.00
660	cu. yds.	Excavation	$ 6.00	3,960.00
20	cu. yds.	Excavation Below Elevations Shown	15.00	300.00

730	cu. yds.	Class "A" Concrete	$ 58.00	$ 42,340.00
113,000	lbs.	Metal Reinforcement	0.115	12,995.00
185,000	lbs.	Structural Steel, Low Alloy	0.204	37,740.00
101,000	lbs.	Structural Steel, Carbon	0.204	20,604.00
All Required		Removal of Old Bridge		5,500.00
110	lin. ft.	6-inch Metal Drain Pipe	2.00	220.00
		Subtotal		$140,159.00
		10% Engr. & Cont.		14,015.90
		Total		$154,174.90

Length of Roadway	0.798 mile
Length of Bridge	0.076 mile
Total Length	0.874 mile
Cost per mile, Roadway	$76,609.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 61,134.70	$ 37,764.00	$23,370.70
Bridge	154,174.90	95,236.00	58,938.90
	$215,309.60	$133,000.00	$82,309.60

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

March 14, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Dodge Bridge Section, Project No. S-52 (4).

Six bid proposals and two sets of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

JW:gm

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-52 (4)

DODGE BRIDGE SECTION OF THE

SAMS VALLEY HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.

Salem, Oregon, March 13, 1951

Type Code 5231
Roadway (Sta. 699+50 to 745+50)

All Required		Clearing and Grubbing		$ 1,000.00
270	cu. yds.	Trench Excavation, Unclassified	$ 3.00	810.00
36,000	cu. yds.	General Excavation, Unclassified	0.80	28,800.00
85,000	yd. stas.	Short Overhaul	0.03	2,550.00
210	C-yd. stas.	Long Overhaul	0.50	105.00
0.80	mile	Finishing Roadbed and Slopes	500.00	400.00
1,200	lin. ft.	Rounding Cutbanks	0.25	300.00
300	lin. ft.	18-inch Concrete Pipe	3.50	1,050.00
70	lin. ft.	24-inch Concrete Pipe	5.00	350.00
200	lin. ft.	18-inch Concrete Siphon Pipe	4.50	900.00
25	cu. yds.	Concrete End Basins	55.00	1,375.00
10,000	cu. yds.	Selected Roadbed Topping	0.60	6,000.00
19,200	yd. mi.	Hauling Roadbed Topping	0.15	2,880.00
690	cu. yds.	1½" - 0 Crushed Gravel in Leveling Course	3.50	2,415.00
200	cu. yds.	3/4" - 0 Crushed Gravel in Shoulders	3.50	700.00
230	M-gals.	Sprinkling	3.00	690.00
0.80	mile	Preparation of Base	500.00	400.00
500	cu. yds.	Furnishing and Placing Aggregates	5.00	2,500.00
43	tons	Furnishing and Placing 150-200 Asphalt	45.00	1,935.00
12	tons	Furnishing and Placing RS-1 Emulsified Asphalt	50.00	600.00
		Subtotal		$ 55,760.00
		10% Engr. & Cont.		5,576.00
		Total		$ 61,336.00

Type Code X032
Bridge, Sta. 733+00 to 737+62.5

All Required		Shoring, Cribbing, Etc.		$ 15,000.00
660	cu. yds.	Excavation	$ 10.00	6,600.00
20	cu. yds.	Excavation Below Elevations Shown	10.00	200.00

730	cu. yds.	Class "A" Concrete	$ 65.00	$ 47,450.00
113,000	lbs.	Metal Reinforcement	0.125	14,125.00
185,000	lbs.	Structural Steel, Low Alloy	0.27	49,950.00
101,000	lbs.	Structural Steel, Carbon	0.26	26,260.00
All Required		Removal of Old Bridge		10,000.00
110	lin. ft.	6-inch Metal Drain Pipe	1.50	165.00
		Subtotal		$169,750.00
		10% Engr. & Cont.		16,975.00
		Total		$186,725.00

Length of Roadway	0.798 mile
Length of Bridge	0.076 mile
Total Length	0.874 mile
Cost per mile, Roadway	$76,862.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 61,336.00	$ 38,078.00	$23,258.00
Bridge	186,725.00	115,922.00	70,803.00
	$248,061.00	$154,000.00	$94,061.00

DODGE BRIDGE SECTION

PROJECT NO. S-52 (4)

While negotiations for rights of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary rights of way or rights of entry can be acquired within twenty-eight days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

March 14, 1951

March 27, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. and E. documents for Oregon Project S-52(4), Dodge Bridge Section of the Sams Valley Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. You are authorized to advertise for bids with the understanding that evidence of county cooperation in the design will be submitted prior to the date of bid opening.

Approval for advertising is not to be construed as assuranse that critical materials required for the construction of this project can be secured.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Very truly yours,

C. G. POLK
Acting District Engineer

RECEIVED
MAR 29 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

S-52(4)

2504

June 20, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-52(4)
Dodge Bridge
Rating authorization

Dear Sir:

Attached is a single copy of rating authorization, issued by the National Production Authority, BPR Serial No. BPR-35-5; rating authorization No. PR-473; cleared issuance June 6, 1951. It was received in this office on June 19, 1951.

Very truly yours,

C. G. POLK
Acting District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

Copies to Mr. P[illegible] [illegible] 6

RECEIVED
[illegible] DISTRICT

3507

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

June 20, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Application for authority to commence construction on Oregon Project S-52(4) Dodge Bridge Section of the Sams Valley Highway.

Dear Sir:

Your application on subject project dated June 15, 1951 was received in this office on June 19, 1951.

The project, when complete, will replace a structure which collapsed under the weight of an overloaded truck on December 2, 1950, closing the highway at this point to all traffic. The Sams Valley Highway serves an agricultural and timber-producing area in Jackson County. If Camp White should be reactivated its replacement will have direct military importance.

Application for priority assistance in obtaining the critical materials necessary was forwarded to Washington by the Division Office on May 28, 1951.

The total quantity of steel required for the project is 195.5 tons.

Application is approved to commence construction but availability of steel is subject to Defense Construction Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

C. G. POLK
Acting District Engineer

By W. H. Schwiesow
W. H. SCHWIESOW
Highway Engineer

File

RECEIVED

FOR FILING

S-52(4)

3509

June 18, 1951

Mr. C. G. Falk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Dodge Bridge over Rogue River
F.A.P. Oregon S-52(4)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 6 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

GAGgn
cc G. S. Paxson
C. A. Gardner

RECEIVED
FOR FILING

June 15, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Portland 8, Oregon

Dear Sir:

Herewith is form HPAF-24, our application for authority to commence construction on the Dodge Bridge over Rogue River on the Sams Valley Highway in Jackson County. A contract for the construction of this bridge was awarded to Tom Lillebo of Reedsport on May 7, 1951.

The original steel span at this site collapsed under the weight of an overloaded truck on December 2, 1950, closing the highway at this point to all traffic. The Sams Valley Highway, approximately 17 miles in length, serves an agricultural and timber-producing area in Jackson County. The average traffic over the highway in 1950 was 175 vehicles per day. This traffic is now being routed over county roads to other bridges, which routing necessitates an average of 8 miles of additional travel per vehicle. The county road bridges over the Rogue River, over which this traffic is routed, are in such condition that they cannot long withstand the additional highway traffic. Application for priority assistance is respectfully requested since it is very important that the construction start immediately so that the new structure can be in place before the winter high water in the Rogue River. We ask your favorable consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

GEP:gm
cc G. S. Paxson
C. A. Gardner

RECEIVED
1951
FOR FILING

[illegible] (4)

3 [illegible]

June 12, 1951

Mr. Tom Lillebo
Reedsport
Oregon

Dear Mr. Lillebo:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3509, which was awarded to you on May 7, 1951 by the State Highway Commission, covering the Dodge Bridge Section on the Sams Valley Secondary Highway in Jackson County. We are also sending an executed copy of this contract to the surety on your bond.

Please note that the "Advance Copy" you were asked to retain until the other copies were executed by the Highway Commission is dated May 3, 1951 on the contract agreement page. The date has been changed in this copy to May 7, 1951 which is the correct date the contract was awarded.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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RECEIVED
JUN 7 - 1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

(4)

June 1, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request for assistance in obtaining materials for Oregon Project S-104(1), Jasper Bridge was forwarded to Washington by the Division Office on May 25. Likewise, your request on Oregon Project S-52(4), Dodge Bridge was forwarded on May 28.

These requests, as submitted by your office, did not include your opinion of the priority of the project as compared to other similar projects. In future submissions, such comparison may prove necessary to insure the most prompt action.

This office is desirous of keeping continually in touch with progress, possible issuance and success in use of priority orders. Accordingly, we would appreciate your keeping us advised of developments. This request is based upon a desire to reduce confusion and, to the extent possible, expedite issuance of the priority order.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Copy to Paxson

RECEIVED
MAY 31 1951
FOR FILING

5-5-2(4)

[illegible]

May 29, 1951

National Production Authority
Portland District Office
Department of Commerce
217 Old U. S. Courthouse
520 S. W. Morrison Street
Portland 4, Oregon

Attention: Mr. Ralph Sullivan
District Manager

Gentlemen:

Herewith application for authority to commence construction on the Dodge Bridge over Rogue River on the Sams Valley Highway in Jackson County. A contract for the construction of this bridge was awarded to Tom Lillebo of Reedsport on May 3, 1951.

The original steel span at this site collapsed under the weight of an overloaded truck on December 2, 1950, closing the highway at this point to all traffic. The Sams Valley Highway, approximately 17 miles in length, serves an agricultural and timber-producing area in Jackson County. The average traffic over the highway in 1950 was 175 vehicles per day. This traffic is now being routed over county roads to other bridges, which routing necessitates an average of 8 miles of additional travel per vehicle. The county road bridges over the Rogue River, over which this traffic is routed, are in such condition that they cannot long withstand the additional highway traffic. Application for priority assistance in obtaining the structural steel for the project has been made through the U. S. Bureau of Public Roads. It is very important that the construction start immediately so that the new structure can be in place before the winter high water in the Rogue River. We would ask your favorable consideration of this application.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson

Attached

RECEIVED
FOR FILING
5-5 [illegible]
[illegible]

Salem, Oregon
May 14, 1951

Mr. J. M. Devers

Reference is to your memorandum under date of May 9, relative to our claim against the Central Heating Company of Eugene, for damage to the Dodge Bridge which occurred December 2, 1950. Your memorandum states that it is your understanding that the permittee (Central Heating Company of Eugene, Oregon) violated the terms of his permit in that the specified flagman's service was not furnished.

The reports rendered show that the bridge collapsed on December 2, 1950, while an overweight truck and trailer loaded with machinery was crossing the same. It is our firm belief that the equipment and load of machinery exceeded the legal width of eight feet, and that some vital member in the bridge was struck and damaged by this load. At any rate, the truck, which we contend was responsible for the collapse of the bridge, is designated as an International truck, Oregon License T-14-963, Oregon PUC plate No. 3-28618.

On December 1, 1950 the Central Heating Company of Eugene, Oregon, obtained three special permits at the Eugene District Office to transport three over-dimensional loads of machinery and equipment exceeding the legal width and the legal height, but within the statutory weight limits, from Prospect to Eugene. These three permits were issued to route the loads from Prospect to Medford over ORE62, and from Medford to Eugene by way of US99.

The above International truck did not have a permit over the Sams Valley Highway, nor did he have a permit to cross the Dodge Bridge, although the three permits above mentioned were in his possession.

It is our belief that he attempted to make a short cut through Sams Valley rather than to proceed over the route specified in the permit. If you do not have copies of the above-mentioned permits in your files, one of each is attached hereto.

W. W. Stiffler

WWS:er

FORM E-20 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1951

SUBJECT:

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

L

Dear Mr. Stiffler:

A few days ago a representative of the bonding company which is connected with the Central Heating Company of Eugene, and from which company we are trying to collect for damage to a bridge caused by the Central Heating Company, was here in the office. It appears that the bonding company's representative is taking the position that the heavy load, which I believe was 33,000 pounds, was only 3,000 pounds in excess of the limit posted on the bridge; namely, 30,000 pounds. He contends that we should have allowed a greater factor of safety than the difference between 30,000 and 33,000 pounds.

I understand that the permittee violated the terms of his permit in that necessary flagman service was not furnished. It appears that we will not be able to collect from these people without litigation.

I think that we had better sometime in the near future discuss this claim.

Yours very truly,

J M Devers

J. M. DEVERS
Chief Counsel

JMD:AWP

NOTED

p
y

Permit No. SP41323

OREGON STATE HIGHWAY COMMISSION

SPECIAL
TRANSPORTATION PERMIT
FOR
EXCESSIVE WEIGHT, WIDTH, HEIGHT
and/or LENGTH

Eugene, OREGON
Date 12-1-50, 19
Hour 2:21 XXX P. M.

HAULING OF LOGS OR PILING IS NOT ALLOWED UNDER THIS PERMIT

THIS COPY FOR
P. U. C. OFFICE ☐
☐
☐
☐

Central Heating Co.
Eugene, Oregon

Subject to each and all of the following terms and conditions, including those on the reverse side hereof and pursuant to the provisions of Section 115-393, O. C. L. A., and not otherwise, and subject to the condition that this permit shall be null and void for noncompliance with any of the descriptions, terms or conditions printed or written herein, the permittee is hereby authorized to transport the commodity of the description, overall size and weight hereinafter stated over state highways named herein from

Prospect to Eugene

Highway route: Ore 62, US 99 via Grants Pass and Roseburg

COMMODITY: Cyclone Dust Collector OVERALL WIDTH: 8'6" OVERALL HEIGHT: 12'0"

OVERALL LENGTH: legal GROSS WEIGHT: legal

DESCRIPTION OF HAULING EQUIPMENT

MAKE OF EQUIPMENT	MOTOR No.	PUC No.	LICENSE No.	FIRM No.
Int.	C566927	328618 & 35110		

PERMITTEE SHALL PROVIDE A WARNING TO OTHER HIGHWAY USERS BY THE USE OF FLAGMAN OR FLAGMEN AS CHECKED:

☒ The above described movement shall be proceeded by a flagman-escort, approximately 500 feet in advance of the movement. It shall be the duty of permittee, by the aid of approved signaling device to flag and warn approaching traffic of danger, furthermore, escort conveyance shall display the standard Oregon State Highway sign No. OC-8B or one substantially similar bearing the words "WARNING—WIDE LOAD" in a manner visible to approaching traffic.

☐ The above described movement shall be proceeded and followed by flagmen-escorts, approximately 500 feet in advance and to the rear of said movement. It shall be the duty of permittee, by the aid of approved signaling devices to flag and warn approaching traffic of danger; furthermore, escort conveyances shall display standard Oregon State Highway signs No. OC-8B or ones substantially similar, bearing the words "WARNING—WIDE LOAD" in a manner visible to approaching and overtaking traffic.

☐ No flagmen required except as specified in paragraphs 10 and 11 hereof.

License and P. U. C. Permit 1. The above-described equipment shall be properly licensed in the State of Oregon and shall be declared with the Public Utilities Commissioner for its maximum legal carrying capacity. Each unit shall carry proper Oregon P. U. C. Certificate and plate.

Tires 2. All wheels must be equipped with pneumatic tires and the tire width of any individual wheel or axle shall be sufficient to provide not less than one inch of tire width (manufacturer's rating) for each 600 pounds of the gross weight on each wheel or axle.

Allowable Weight 3. The gross weight on any group of axles spaced more than 18 feet apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = XXX (L + 40), wherein W equals the gross weight in pounds and L equals the distance in feet between the first and last axles of such group of axles. This provision shall apply to intermediate axle groups as well as to the overall wheelbase of a combination of vehicles.

The gross weight on any group of axles spaced 18 feet or less apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = XXX (L + 40); except however, when L is less than sufficient to provide a gross weight of 37,000 pounds, the gross weight may equal, but shall not exceed 37.000 pounds.

In no case shall the combined weight of the vehicle and load or vehicles and load exceed XXX pounds, nor shall the weight on any individual axle exceed 19,000 pounds.

Coverage 4. This permit is intended to cover the following features only: Overwidth, height only and a signed copy must be carried in the cab of each truck listed herein during the progress of the movement.

Expiration 5. THIS PERMIT IS OF A TEMPORARY NATURE ONLY AND WILL EXPIRE ON 12-8-50

SEE REVERSE SIDE FOR
ADDITIONAL PROVISIONS.

OREGON STATE HIGHWAY COMMISSION

R H Baldock

By R. H. BALDOCK, State Highway Engineer

Countersigned by Chas. Thornton

Title

Crossing Highway Center Line and Clearance 6. Any vehicle with load thereon operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, except when overtaking or passing other vehicles or obstruction on the highway, unless special permission shall have first been obtained from the State Highway Commission. (In case such special permission is granted, it will be noted in special provisions hereinbelow.) The driver of any vehicle listed in this permit shall, at all times, maintain a clearance of 500 feet between his vehicle and another truck or bus except when overtaking or passing such other truck or bus.

Coupling Device 7. The coupling device connecting truck and trailer shall be of such design that the wheels of the trailer will follow approximately in the tracks made by the rear wheels of the truck furnishing the motive power without allowing any portion of the hauling equipment or load carried thereon to extend over or across the center line of the highway.

Overhang 8. If necessary, in order to legally distribute the weight of the load and to avoid an overhang or unsupported load in excess of the limit permitted by statute, the distance between the rear axle of the truck and the front axle of a semitrailer, pole trailer or pipe dolly may be extended in excess of 35 feet.

Speed 9. The driver of any vehicle listed in this permit shall, at all times, operate his vehicle at a reasonable speed, giving due consideration to existing conditions, provided that at no time shall the vehicle be operated on curves at a speed in excess of 35 miles per hour. The speed of the movement shall not exceed fifteen (15) miles per hour in any zone covered by advance warning or curve signs and/or bridges.

Flagmen Entrance and Exit 10. A flagman shall be stationed at each point where the load enters a state highway and at each point where the load leaves a state highway.

Flagmen Impaired Clearance 11. Movements involving loads of excessive width and/or height shall not be transported across any highway bridge structure with impaired vertical or horizontal clearance except under protection of flagmen. Such flagmen shall be stationed one at each end of the structure and it shall be their duty to prevent other vehicles from entering upon the structure while it is occupied by the movement covered by this permit. Full responsibility for the determination of adequate clearance, either vertical or horizontal, hereby is imposed on the permittee.

Night Hauling 12. Unless otherwise endorsed hereon movements involving widths in excess of eight (8) feet and overall heights in excess of 12 feet 6 inches during Saturday afternoons, Sundays, holidays, or between sunset and sunrise is strictly prohibited. The particular holidays to which this reservation applies are New Years Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, and Christmas Day; and whenever any of said holidays fall on a Sunday, then the following Monday shall be deemed the holiday.

Bond Highway Damage 13. Permittee shall be held responsible and liable for any and all injury or damage to any highway or to any highway structure occasioned by the transportation of said load or loads over said highways, and hereby agrees to reimburse the State Highway Commission for the cost or expense of repairing any such injury or damage, such reimbursement to be made by the permittee within ten days after being billed for the same by the State Highway Commission. Furthermore, permittee shall furnish the State either a certified check or a surety bond in an amount to be specified by the Commission to guarantee the payment of claim for damages, should there be such claim.

Insurance 14. Permittee shall also be held responsible and liable for any and all injury to persons or damage to property resulting from the transportation of said load or loads over and upon said highways, and shall indemnify and hold harmless the State of Oregon, the State Highway Commission, and/or any officer or agent of the State, or of the State Highway Commission, from liability in the event that such injury or damage shall occur. In this connection permittee shall furnish to the State Highway Commission satisfactory public liability and property damage insurance in amounts as may be required by the Commission, to insure the State of Oregon and its State Highway Commission, jointly and severally, against liability in the event of an injury or accident occurring by reason of said permittee's operations on a state highway. This permit shall automatically terminate, and be of no force and effect, in the event that any insurance filed under this provision is allowed to lapse.

County Roads and City Streets 15. This permit does not authorize operations over county roads and/or city streets. To operate over a county road a permit must be obtained from the county court having jurisdiction over the road; likewise, to operate over a city street other than a state highway route, a permit must be obtained from the proper city authority.

16. The above-listed provisions, conditions and restrictions, are to be considered as supplementing the special regulations promulgated by the Public Utilities Commissioner of Oregon and the requirements of the Oregon Motor Vehicle Laws, the Oregon Motor Transportation Code, and the Logging Safety Code of the Oregon State Industrial Accident Commission. Permittee's attention is invited to the provisions of Section 115-393, O. C. L. A.

ADDITIONAL SPECIAL PROVISIONS

Permit No. SP41324

OREGON STATE HIGHWAY COMMISSION

SPECIAL
TRANSPORTATION PERMIT
FOR
EXCESSIVE WEIGHT, WIDTH, HEIGHT
and/or LENGTH

Eugene, OREGON

Date Dec. 1, 1950

Hour 2:29 ~~A. M.~~ P. M.

HAULING OF LOGS OR PILING IS
NOT ALLOWED UNDER THIS PERMIT

THIS COPY FOR

P. U. C. OFFICE ☐

☐

☐

☐

Central Heating Co.
Eugene, Oregon

Subject to each and all of the following terms and conditions, including those on the reverse side hereof and pursuant to the provisions of Section 115-393, O. C. L. A., and not otherwise, and subject to the condition that this permit shall be null and void for noncompliance with any of the descriptions, terms or conditions printed or written herein, the permittee is hereby authorized to transport the commodity of the description, overall size and weight hereinafter stated over state highways named herein from

Prospect to Eugene

Highway route: Ore 62, US 99

COMMODITY: Oil Tank

OVERALL WIDTH: 8'6" **OVERALL HEIGHT:** 12'0"

OVERALL LENGTH: legal **GROSS WEIGHT:** legal

DESCRIPTION OF HAULING EQUIPMENT

MAKE OF EQUIPMENT	MOTOR No.	PUC No.	LICENSE No.	FIRM No.
Internationa	0566927	328618 & 35110		

PERMITTEE SHALL PROVIDE A WARNING TO OTHER HIGHWAY USERS BY THE USE OF FLAGMAN OR FLAGMEN AS CHECKED:

☒ The above described movement shall be proceeded by a flagman-escort, approximately 500 feet in advance of the movement. It shall be the duty of permittee, by the aid of approved signaling device to flag and warn approaching traffic of danger, furthermore, escort conveyance shall display the standard Oregon State Highway sign No. OC-8B or one substantially similar bearing the words "WARNING—WIDE LOAD" in a manner visible to approaching traffic.

☐ The above described movement shall be proceeded and followed by flagmen-escorts, approximately 500 feet in advance and to the rear of said movement. It shall be the duty of permittee, by the aid of approved signaling devices to flag and warn approaching traffic of danger; furthermore, escort conveyances shall display standard Oregon State Highway signs No. OC-8B or ones substantially similar, bearing the words "WARNING—WIDE LOAD" in a manner visible to approaching and overtaking traffic.

☐ No flagmen required except as specified in paragraphs 10 and 11 hereof.

License and P. U. C. Permit 1. The above-described equipment shall be properly licensed in the State of Oregon and shall be declared with the Public Utilities Commissioner for its maximum legal carrying capacity. Each unit shall carry proper Oregon P. U. C. Certificate and plate.

Tires 2. All wheels must be equipped with pneumatic tires and the tire width of any individual wheel or axle shall be sufficient to provide not less than one inch of tire width (manufacturer's rating) for each 600 pounds of the gross weight on each wheel or axle.

Allowable Weight 3. The gross weight on any group of axles spaced more than 18 feet apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = XXX (L + 40), wherein W equals the gross weight in pounds and L equals the distance in feet between the first and last axles of such group of axles. This provision shall apply to intermediate axle groups as well as to the overall wheelbase of a combination of vehicles.

The gross weight on any group of axles spaced 18 feet or less apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = XXX (L + 40); except however, when L is less than sufficient to provide a gross weight of 37,000 pounds, the gross weight may equal, but shall not exceed 37,000 pounds.

In no case shall the combined weight of the vehicle and load or vehicles and load exceed XXX pounds, nor shall the weight on any individual axle exceed 19,000 pounds.

Coverage 4. This permit is intended to cover the following features only: Overwidth height only and a signed copy must be carried in the cab of each truck listed herein during the progress of the movement.

Expiration 5. THIS PERMIT IS OF A TEMPORARY NATURE ONLY AND WILL EXPIRE ON 12-8-50

SEE REVERSE SIDE FOR
ADDITIONAL PROVISIONS.

OREGON STATE HIGHWAY COMMISSION

RHBaldock

By R. H. BALDOCK, State Highway Engineer

Countersigned by Chas. Thornton

Title

Crossing Highway Center Line and Clearance 6. Any vehicle with load thereon operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, except when overtaking or passing other vehicles or obstruction on the highway, unless special permission shall have first been obtained from the State Highway Commission. (In case such special permission is granted, it will be noted in special provisions hereinbelow.) The driver of any vehicle listed in this permit shall, at all times, maintain a clearance of 500 feet between his vehicle and another truck or bus except when overtaking or passing such other truck or bus.

Coupling Device 7. The coupling device connecting truck and trailer shall be of such design that the wheels of the trailer will follow approximately in the tracks made by the rear wheels of the truck furnishing the motive power without allowing any portion of the hauling equipment or load carried thereon to extend over or across the center line of the highway.

Overhang 8. If necessary, in order to legally distribute the weight of the load and to avoid an overhang or unsupported load in excess of the limit permitted by statute, the distance between the rear axle of the truck and the front axle of a semitrailer, pole trailer or pipe dolly may be extended in excess of 35 feet.

Speed 9. The driver of any vehicle listed in this permit shall, at all times, operate his vehicle at a reasonable speed, giving due consideration to existing conditions, provided that at no time shall the vehicle be operated on curves at a speed in excess of 35 miles per hour. The speed of the movement shall not exceed fifteen (15) miles per hour in any zone covered by advance warning or curve signs and/or bridges.

Flagmen Entrance and Exit 10. A flagman shall be stationed at each point where the load enters a state highway and at each point where the load leaves a state highway.

Flagmen Impaired Clearance 11. Movements involving loads of excessive width and/or height shall not be transported across any highway bridge structure with impaired vertical or horizontal clearance except under protection of flagmen. Such flagmen shall be stationed one at each end of the structure and it shall be their duty to prevent other vehicles from entering upon the structure while it is occupied by the movement covered by this permit. Full responsibility for the determination of adequate clearance, either vertical or horizontal, hereby is imposed on the permittee.

Night Hauling 12. **Unless otherwise endorsed hereon movements involving widths in excess of eight (8) feet and overall heights in excess of 12 feet 6 inches during Saturday afternoons, Sundays, holidays, or between sunset and sunrise is strictly prohibited. The particular holidays to which this reservation applies are New Years Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, and Christmas Day; and whenever any of said holidays fall on a Sunday, then the following Monday shall be deemed the holiday.**

Bond Highway Damage 13. Permittee shall be held responsible and liable for any and all injury or damage to any highway or to any highway structure occasioned by the transportation of said load or loads over said highways, and hereby agrees to reimburse the State Highway Commission for the cost or expense of repairing any such injury or damage, such reimbursement to be made by the permittee within ten days after being billed for the same by the State Highway Commission. Furthermore, permittee shall furnish the State either a certified check or a surety bond in an amount to be specified by the Commission to guarantee the payment of claim for damages, should there be such claim.

Insurance 14. Permittee shall also be held responsible and liable for any and all injury to persons or damage to property resulting from the transportation of said load or loads over and upon said highways, and shall indemnify and hold harmless the State of Oregon, the State Highway Commission, and/or any officer or agent of the State, or of the State Highway Commission, from liability in the event that such injury or damage shall occur. In this connection permittee shall furnish to the State Highway Commission satisfactory public liability and property damage insurance in amounts as may be required by the Commission, to insure the State of Oregon and its State Highway Commission, jointly and severally, against liability in the event of an injury or accident occurring by reason of said permittee's operations on a state highway. **This permit shall automatically terminate, and be of no force and effect, in the event that any insurance filed under this provision is allowed to lapse.**

County Roads and City Streets 15. **This permit does not authorize operations over county roads and/or city streets. To operate over a county road a permit must be obtained from the county court having jurisdiction over the road; likewise, to operate over a city street other than a state highway route, a permit must be obtained from the proper city authority.**

16. The above-listed provisions, conditions and restrictions, are to be considered as supplementing the special regulations promulgated by the Public Utilities Commissioner of Oregon and the requirements of the Oregon Motor Vehicle Laws, the Oregon Motor Transportation Code, and the Logging Safety Code of the Oregon State Industrial Accident Commission. Permittee's attention is invited to the provisions of Section 115-393, O. C. L. A.

ADDITIONAL SPECIAL PROVISIONS

E-200

C
o
p
y

Permit No. SP41326

OREGON STATE HIGHWAY COMMISSION

SPECIAL
TRANSPORTATION PERMIT
FOR
EXCESSIVE WEIGHT, WIDTH, HEIGHT
and/or LENGTH

Eugene, OREGON

Date Dec. 1 1950
Hour 3:00 XXX P. M.

HAULING OF LOGS OR PILING IS NOT ALLOWED UNDER THIS PERMIT

THIS COPY FOR
P. U. C. OFFICE ☐
☐
☐
☐

Central Heating Co.
Eugene, Oregon

Movement may not be made in foggy or inclement weather

Subject to each and all of the following terms and conditions, including those on the reverse side hereof and pursuant to the provisions of Section 115-393, O. C. L. A., and not otherwise, and subject to the condition that this permit shall be null and void for noncompliance with any of the descriptions, terms or conditions printed or written herein, the permittee is hereby authorized to transport the commodity of the description, overall size and weight hereinafter stated over state highways named herein from

Prospect to Eugene

Highway route: Ore 62, US 99

COMMODITY: Asphalt Mixing Pug

OVERALL WIDTH: 10'0" OVERALL HEIGHT: legal

OVERALL LENGTH: legal GROSS WEIGHT: legal

DESCRIPTION OF HAULING EQUIPMENT

MAKE OF EQUIPMENT	MOTOR No.	PUC No.	LICENSE No.	FIRM No.
Int.	C566927	3-28618 & 3-1534 CT		

PERMITTEE SHALL PROVIDE A WARNING TO OTHER HIGHWAY USERS BY THE USE OF FLAGMAN OR FLAGMEN AS CHECKED:

☒ The above described movement shall be proceeded by a flagman-escort, approximately 500 feet in advance of the movement. It shall be the duty of permittee, by the aid of approved signaling device to flag and warn approaching traffic of danger, furthermore, escort conveyance shall display the standard Oregon State Highway sign No. OC-8B or one substantially similar bearing the words "WARNING—WIDE LOAD" in a manner visible to approaching traffic.

☐ The above described movement shall be proceeded and followed by flagmen-escorts, approximately 500 feet in advance and to the rear of said movement. It shall be the duty of permittee, by the aid of approved signaling devices to flag and warn approaching traffic of danger; furthermore, escort conveyances shall display standard Oregon State Highway signs No. OC-8B or ones substantially similar, bearing the words "WARNING—WIDE LOAD" in a manner visible to approaching and overtaking traffic.

☐ No flagmen required except as specified in paragraphs 10 and 11 hereof.

License and P. U. C. Permit 1. The above-described equipment shall be properly licensed in the State of Oregon and shall be declared with the Public Utilities Commissioner for its maximum legal carrying capacity. Each unit shall carry proper Oregon P. U. C. Certificate and plate.

Tires 2. All wheels must be equipped with pneumatic tires and the tire width of any individual wheel or axle shall be sufficient to provide not less than one inch of tire width (manufacturer's rating) for each 600 pounds of the gross weight on each wheel or axle.

Allowable Weight 3. The gross weight on any group of axles spaced more than 18 feet apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = XXX (L + 40), wherein W equals the gross weight in pounds and L equals the distance in feet between the first and last axles of such group of axles. This provision shall apply to intermediate axle groups as well as to the overall wheelbase of a combination of vehicles.

The gross weight on any group of axles spaced 18 feet or less apart of any vehicle or combination of vehicles operated under this permit shall not exceed that determined by the formula W = XXX (L + 40); except however, when L is less than sufficient to provide a gross weight of 37,000 pounds, the gross weight may equal, but shall not exceed 37,000 pounds.

In no case shall the combined weight of the vehicle and load or vehicles and load exceed XXX pounds, nor shall the weight on any individual axle exceed 18,000 pounds.

Coverage 4. This permit is intended to cover the following features only: Overwidth only
and a signed copy must be carried in the cab of each truck listed herein during the progress of the movement.

Expiration 5. **THIS PERMIT IS OF A TEMPORARY NATURE ONLY AND WILL EXPIRE ON** 12-8-50

☛ SEE REVERSE SIDE FOR
ADDITIONAL PROVISIONS.

OREGON STATE HIGHWAY COMMISSION

RH Baldock

By R. H. BALDOCK, State Highway Engineer

Countersigned by Chas. Thornton

Title

Crossing Highway Center Line and Clearance 6. Any vehicle with load thereon operated pursuant to this permit shall at all times keep to the extreme right hand side of the traveled roadway. At no time shall any such vehicle or any portion of the load carried thereon extend over, beyond or to the left of the painted center stripe, except when overtaking or passing other vehicles or obstruction on the highway, unless special permission shall have first been obtained from the State Highway Commission. (In case such special permission is granted, it will be noted in special provisions hereinbelow.) The driver of any vehicle listed in this permit shall, at all times, maintain a clearance of 500 feet between his vehicle and another truck or bus except when overtaking or passing such other truck or bus.

Coupling Device 7. The coupling device connecting truck and trailer shall be of such design that the wheels of the trailer will follow approximately in the tracks made by the rear wheels of the truck furnishing the motive power without allowing any portion of the hauling equipment or load carried thereon to extend over or across the center line of the highway.

Overhang 8. If necessary, in order to legally distribute the weight of the load and to avoid an overhang or unsupported load in excess of the limit permitted by statute, the distance between the rear axle of the truck and the front axle of a semitrailer, pole trailer or pipe dolly may be extended in excess of 25 feet.

Speed 9. The driver of any vehicle listed in this permit shall, at all times, operate his vehicle at a reasonable speed, giving due consideration to existing conditions, provided that at no time shall the vehicle be operated on curves at a speed in excess of 35 miles per hour. The speed of the movement shall not exceed fifteen (15) miles per hour in any zone covered by advance warning or curve signs and/or bridges.

Flagmen Entrance and Exit 10. A flagman shall be stationed at each point where the load enters a state highway and at each point where the load leaves a state highway.

Flagmen Impaired Clearance 11. Movements involving loads of excessive width and/or height shall not be transported across any highway bridge structure with impaired vertical or horizontal clearance except under protection of flagmen. Such flagmen shall be stationed one at each end of the structure and it shall be their duty to prevent other vehicles from entering upon the structure while it is occupied by the movement covered by this permit. Full responsibility for the determination of adequate clearance, either vertical or horizontal, hereby is imposed on the permittee.

Night Hauling 12. **Unless otherwise endorsed hereon movements involving widths in excess of eight (8) feet and overall heights in excess of 12 feet 6 inches during Saturday afternoons, Sundays, holidays, or between sunset and sunrise is strictly prohibited. The particular holidays to which this reservation applies are New Years Day, Memorial Day, Independence Day, Labor Day, Armistice Day, Thanksgiving Day, and Christmas Day; and whenever any of said holidays fall on a Sunday, then the following Monday shall be deemed the holiday.**

Bond Highway Damage 13. Permittee shall be held responsible and liable for any and all injury or damage to any highway or to any highway structure occasioned by the transportation of said load or loads over said highways, and hereby agrees to reimburse the State Highway Commission for the cost or expense of repairing any such injury or damage, such reimbursement to be made by the permittee within ten days after being billed for the same by the State Highway Commission. Furthermore, permittee shall furnish the State either a certified check or a surety bond in an amount to be specified by the Commission to guarantee the payment of claim for damages, should there be such claim.

Insurance 14. Permittee shall also be held responsible and liable for any and all injury to persons or damage to property resulting from the transportation of said load or loads over and upon said highways, and shall indemnify and hold harmless the State of Oregon, the State Highway Commission, and/or any officer or agent of the State, or of the State Highway Commission, from liability in the event that such injury or damage shall occur. In this connection permittee shall furnish to the State Highway Commission satisfactory public liability and property damage insurance in amounts as may be required by the Commission, to insure the State of Oregon and its State Highway Commission, jointly and severally, against liability in the event of an injury or accident occurring by reason of said permittee's operations on a state highway. **This permit shall automatically terminate, and be of no force and effect**, in the event that any insurance filed under this provision is allowed to lapse.

County Roads and City Streets 15. **This permit does not authorize operations over county roads and/or city streets. To operate over a county road a permit must be obtained from the county court having jurisdiction over the road; likewise, to operate over a city street other than a state highway route, a permit must be obtained from the proper city authority.**

16. The above-listed provisions, conditions and restrictions, are to be considered as supplementing the special regulations promulgated by the Public Utilities Commissioner of Oregon and the requirements of the Oregon Motor Vehicle Laws, the Oregon Motor Transportation Code, and the Logging Safety Code of the Oregon State Industrial Accident Commission. Permittee's attention is invited to the provisions of Section 115-393, O. C. L. A.

ADDITIONAL SPECIAL PROVISIONS

RECEIVED
MAY [illegible] 1951
FOR FILING

S-52(4)

May 11, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to Oregon Project S-52 (4), Dodge Bridge, on the Sams Valley Secondary Highway in Jackson County. Through a misunderstanding, which I shall herein explain, this project was awarded to Tom Lillebo, who submitted the low bid on the project, on April 13, without receiving the concurrence of the Bureau of Public Roads.

At the time of the bid opening one parcel of right of way had not been acquired, and the project was referred to the State Highway Engineer with authority to award to the low bidder when the right of way was cleared. All right of way was cleared on May 3, and the Bridge Department was instructed to obtain concurrence in the award from you and upon receipt of same to award the contract. The Bridge Engineer was out of the office until the following Monday, May 7. Upon his return he was advised by his office that all matters were clear, and the contract was awarded by the Secretary of the Commission as of that date. The entire misunderstanding, of course, arrives from the fact it was assumed that your concurrence in the award had been obtained.

This project, as you know, is on a secondary state highway carrying heavy traffic, including logs and lumber, and is to replace a bridge which was demolished by an overloaded truck in early December, 1950. It is essential that the project proceed as rapidly as possible.

As the matter now stands, it is requested that you give all consideration possible to concurrence in the award, which was, through an oversight, made without your concurrence. May we have your early advice in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
WCW:me er

OREGON DISTRICT
MONTANA
OREGON
IDAHO
WA

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

We received today the following wire from our Washington office:

> "NPA ORDER M-4 AS AMENDED MAY 3, 1951 REQUIRES PRIOR AUTHORIZATION FOR COMMENCEMENT OF CONSTRUCTION ON PROJECTS REQUIRING OVER 25 TONS OF STEEL. NEGOTIATIONS NOW PENDING FOR MODIFICATION OF SUCH ORDER TO PERMIT PROPER COORDINATION OF PROCEDURE WITH THAT REQUIRED UNDER ANTICIPATED ALLOCATION OF STEEL. UNTIL FURTHER NOTICE CONCURRENCE IN AWARDS OF CONTRACTS SHOULD BE WITHHELD ON PROJECTS INVOLVING OVER 25 TONS OF STEEL. COPY OF NPA ORDER BEING AIRMAILED DIRECT TO DIVISION AND DISTRICT ENGINEERS."

Through the AGC we received a copy of the above mentioned amendment to NPA Order M-4. In it the wording "Commencement of Construction" is defined as "substantial site clearance (including demolition of buildings or structures), preliminary to the start of or incident to the work on a new building, structure or project, or to incorporate into a building, structure or project, substantial quantities of materials which are to be an integral and permanent part of such building, structure or project."

Further clarification of the first sentence will, doubtless, be received shortly. It is our thought that required prior authorization probably refers only those projects for which a DO rating assistance is requested. Abiding by the penultimate sentence of the wire, we will not be able to concur in award, for the time being, for Project S-52(4), Dodge Bridge or for Projects FI-174(11) and FI-35(4), Columbia River Highway.

The above wire and definition of commencement of construction was quoted to Mr. Williams this morning by telephone.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

RECEIVED
OREGON DISTRICT
[illegible] FILING

S-52(4)

S-[illegible]-1

2693

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

Reference is made to your request dated May 7, 1951 (received here May 9) for assistance in obtaining steel for the Dodge Bridge, Project S-52(4).

The request was not forwarded ahead from this office as it seemed desirable to await award of contract which according to the specifications, had to be done prior to May 11. It now develops that the project was actually awarded May 7 without our knowledge.

In view of the inference in the first paragraph of your May 7 letter that the contract had not been awarded as of that date, all copies of that letter are returned herewith for any corrective wording you may wish to make before resubmitting. We feel that submission of the letter to our Washington Office as now worded, might jeopardize future concurrence in award.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

Encls.

W. C. WILLIAMS

ASSIGNMENT

e: May 23, 1951

No. [illegible]
By [illegible]

Description: Mr. Polk's letter of May 11 returning all copies of our letter of May 7 requesting assistance in obtaining steel for the Dodge Bridge. My copy of Mr. Baldock's letter of May 11 to Mr. Polk attached.

Acknowledged by _____ Referred to Mr. Paxson ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 5-24-51 Report received _________

Remarks: Please rewrite letter if you consider necessary.
WCW

[illegible] letter rewritten.

ECEIVED
1951
FOR FILING

5-52(4)

35-09

AGENDA
24 1951

May 7, 1951

Mr. Tom Lillebo
Reedsport
Oregon

Dear Mr. Lillebo:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3509 construction of concrete and steel bridge, and grading and surfacing 0.80 mile highway roadbed, on the Dodge Bridge Section on the Sams Valley Highway, in Jackson County. This award was based on your low bid of $195,736.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]:ls

cc: W. C. Smith
Goldie Lewis
S.H. Probert
G.S. Paxson
L. R. White

5-8 confirmed

S+C

MESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 7, 1951
1:30 p.m.

Mr. Tom Lillebo

Reedsport, Oregon

State Highway Commission awarded you today contract for Dodge Bridge section on the Rogue Valley Highway Jackson County based on your low bid submitted April 12 1951

Contract forms follow shortly.

H.B. Glaisyer, Secretary

Oregon State Highway Commission

cc: Confirmation
C W Head
Auditor (500-900)
Files ✓

RECEIVED

OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

S-52(4)

35[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As per your request and in view of your advice that right of way for Oregon Project S-52(4), Dodge Bridge Section of the Sams Valley Highway, was cleared on May 3, 1951, we hereby concur as of this date in award of contract to Tom Lillebo of Reedsport, who submitted the low bid on April 12, 1951.

Very truly yours,

C. G. POLK
Acting District Engineer

By
A. F. Bester
A. F. BESTER
Highway Engineer

P

RECEIVED
MAY 23 1951
FOR FILING

S-52(4)

55-9

May 7, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Dodge Bridge
F.A. Project Oregon S-52 (4)

Mr. Tom Lillebo of Reedsport, Oregon, contractor on the above project, has placed an order with Poole, McGonigle & Dick, 6330 Northeast Halsey Street, Portland 13, Oregon, for the fabricated structural steel. The steel fabricator advises that his usual suppliers of stock steel shapes and plates will not accept an order for the necessary materials unless the order is accompanied by a D.O. rating, their reason being that all "free tonnage," i.e., steel available over that required for D.O.-rated jobs, is very limited, and that it is impossible for them to give even a reasonably accurate estimated delivery date for this type of material on a nonrated order.

We are requesting that steps be taken to secure priority aid for the contractor's use in obtaining the critical materials needed for the work. In line with your memorandum of April 12, 1951, the following information is offered in support of this request:

1. State: Oregon Date: May 7, 1951

2. Project Identification:

Dodge Bridge Section, F.A. Project Oregon S-52 (4) located at approximately Milepost 14 on the Sams Valley Highway in Jackson County.

Projected work consists of grading, surfacing and oiling 0.50 mile of highway roadbed and construction of a reinforced concrete and steel bridge approximately 403 feet in length. Span arrangement for the bridge is 4 at 50' reinforced concrete spans and 1 at 200' through steel truss span.

3. Agency in charge at construction:

Oregon State Highway Commission; address, Salem, Oregon.

4. Materials required:

Carbon Steel (ASTM A-7)	WF Beams	2.0 tons	
	Channels	14.0 tons	
	Plates	16.5 tons	
	Angles	18.0 tons	
		50.5 tons	$6565.00 Approx. value
Low Alloy Steel (ASTM A-242)			
	WF Beams	45.0 tons	
	Channels	26.0 tons	
	Plates	21.5 tons	
		92.5 tons	$15,262.50 Approx. value

5. Contractor: Tom Lillebo,
Reedsport, Oregon

6. Usual suppliers:

Rolling Mills: Columbia Steel Company
Local address: P. O. Box 3416, Portland, Oregon

Bethlehem Steel Corporation
Local address: Pacific Building, Portland, Oregon

Kaiser Steel Company
Local address: Terminal Sales Bldg., Portland, Oregon

Fabricator: Poole, McGonigle and Dick
6330 Northeast Halsey Street, Portland, Oregon

7. Contractor's Order Number:

Lillebo's Order No. 158, dated ~~April 15~~ May 7, M.S., 1951, to Poole, McGonigle and Dick.

8. Delivery date promised without priority assistance: None.

It was estimated that steel might be obtained from non-allocated tonnages in from 12 to 18 months from date of the order. However, this is an estimated time only, and no definite promise could be given.

9. Reason supplier cannot make earlier delivery:

Rolling mills' statements to fabricator are to the effect that "D.O." priorities and M-6 directives absorb practically all available tonnage, leaving very little free tonnage for sale and use of independent fabricating shops on non-rated jobs.

10. Time that delivery is necessary on the job:

All stock steel should be in fabricator's shop before the end of the third quarter of 1951.

11. Essentiality of project:

The original steel span at this site collapsed under the weight of an overloaded truck on December 2, 1950. The Sams Valley Highway, some 17 miles in length, serves an agricultural and timber producing area in Jackson County. Average daily traffic using the highway in 1950 was 175 vehicles. This traffic is now routed over existing county roads and a timber bridge over Rogue River, requiring an additional mileage of travel of approximately eight miles. The timber bridge now in use on the detour is in poor condition and will require extended maintenance and repairs to carry heavy truck traffic if it has to be kept in service over another twelve-months period.

The Sams Valley Highway traverses practically the entire north boundary of Camp White, now inactivated, a training camp of the U. S. Army during World War II, and served as the principal access road to the camp for traffic entering the camp area from the north. Rumor has it that there is a good possibility that Camp White will be reactivated in the near future. The Dodge crossing of the Rogue River is an essential part of the highway system serving the camp area.

12. Effect that delay would have on the work:

The construction schedule for the work contemplates completion of the approaches and piers by the end of August, 1951; erection of the steel span and placing the deck thereon in September and October of 1951; and opening the structure to traffic sometime late in November or early in December, 1951. If the steel span cannot be erected within the projected schedule as outlined above, then it will, in all probability, be delayed until after the normal spring flood season of the river is past. Spring floods have occurred in the Rogue River as late as May, and it would not be safe to attempt erection of the steel until sometime in late May or June, 1952. This would delay completion of the structure and its use to traffic for an estimated seven to nine months.

In addition to the inconvenience to traffic caused by the delay in completing the structure, there is the item of additional expense to the contractor caused by tying up his equipment, finances, etc., in an uncompleted job.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

CAG:bl
8 copies submitted

cc Mr. G. S. Paxson

RECEIVED
MAY 4 1951
FOR FILING

5-5 (W)
3501

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 3, 1951
Salem, Oregon

SUBJECT: Ruhl Condemnation

To: Mr. W. C. Williams
Assistant State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Sir:

Mr. Enfield advises as of this date, that the Ruhl condemnation has been filed in the Circuit Court of Jackson County. Therefore, the Right of Way Department can clear for contracting the Dodge Bridge section of the Sams Valley Secondary Highway.

Very truly yours,

J. M. DEVERS

By Forrest Cooper
Forrest Cooper
Right of Way Engineer

FC:mmh

cc: C. W. Enfield

RECEIVED
MAY 2 1951
FOR FILING

S-54(2)

3507

May 1, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Re: Dodge Bridge
F.A. Project Oregon S-54 (2)

Bids were received on this project April 12, 1951. On that date the Highway Commission referred the bids to the Engineer with authority to award the contract to the low bidder, Tom Lillebo of Reedsport, Oregon, as soon as minor matters pertaining to right of way are cleared up with your office. In order to expedite delivery of critical materials required for the job, the low bidder has placed a tentative order with Poole, McGonigle and Dick, 6330 Northeast Halsey Street, Portland 13, Oregon, for the fabricated structural steel. The steel fabricator advises us that their usual suppliers of stock steel shapes and plates will not accept an order for the necessary materials unless the order is accompanied by a D.O. rating, their reason being that all "free tonnage", i.e., steel available over that required for D.O.-rated jobs, is very limited, and that it is impossible for them to give even a reasonably accurate estimated delivery date for this type of material on a non-rated order.

We are requesting that steps be taken to secure priority aid for the contractor's use in obtaining the critical materials needed for the work. In line with your memorandum of February 28, 1951, the following information is offered in support of this request.

1. Project number - Oregon S-54 (2)
   Project name - Dodge Bridge Section
   Project location - On the Sams Valley Highway in Jackson County

2. Contractor - Tom Lillebo, Reedsport, Oregon

3. Critical materials needed:

Items	ASTM A-7 Carbon Steel	ASTM A-242 Low Alloy Steel
Wide flange beams	2 Tons	45 Tons
Channels	14 Tons	26 Tons
Plates	16.5 Tons	21.5 Tons
Angles	18 Tons	--
	50.5 Tons	92.5 Tons

4. Approximate dollar value by class:

ASTM A-7 Carbon Steel	$6,565.00
ASTM A-242 Low Alloy Steel	$15,262.50

5. Name and address of usual suppliers:

Rolling Mills -- Columbia Steel Company
Local address: P. O. Box 3416
Portland, Oregon

Bethlehem Steel Corporation
Local address: Pacific Building
Portland, Oregon

Kaiser Steel Company
Local address: Terminal Sales Building
Portland, Oregon

Fabricator -- Poole, McGonigle and Dick
6330 Northeast Halsey Street
Portland 13, Oregon

6. Contractor's order number:

Lillebo's Order #158, dated April 15, 1951, to Poole, McGonigle and Dick

7. Delivery date promised without priority assistance: None. It was estimated that steel might be obtained from non-allocated tonnages of the rolling mills in from 12 to 18 months from the date of the order. However, this is an estimated time only, and no definite promise could be given.

8. Reason suppliers cannot furnish without assistance: Rolling mills' statements to fabricator are to the effect that "D.O." priorities and M-6 directives absorb practically all available tonnage, leaving very little free tonnage for sale to independent fabricating shops for use on non-rated jobs.

9. Periods in which delivery is desired on job, by quarters: All stock steel should be in fabricator's shop before the end of the third quarter of 1951.

10. Effect that delay would have on the work: The construction schedule for the work contemplates completion of the approaches and piers by the end of August, 1951; erection of the steel span and placing the deck thereon in September and October of 1951; and opening the structure to traffic sometime late in November or early in December, 1951. If the steel span cannot be erected within the projected schedule as outlined above, then it will, in all probability, be delayed until after the normal spring flood season of the river is past. Spring floods have occurred in the Rogue River as late as May, and it would not be safe to attempt erection of the steel until sometime in late May or June, 1952. This would delay completion of the structure and its use to traffic for an estimated seven to nine months. In addition to the inconvenience to traffic caused by the delay in completing the structure, there is the item of additional expense to the contractor caused by tying up his equipment, finances, etc., in an uncompleted job.

The necessity for constructing this project at the present time is as explained in data accompanying the 8th supplemental postwar F.A.S. program (Item 139), submitted to you February 2, 1951.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

CAG:bl
cc: Mr. G. S. Paxson

RECEIVED
FOR FILING
5-54(2)
3503

ALL ORDERS [illegible] ACCEPTED SUBJECT TO THE CONDITIONS [illegible] THE BACK HEREOF

ARMCO DRAINAGE & METAL PRODUCTS, INC.
NORTH PACIFIC DIVISION
2321 S. E. GLADSTONE STREET
PORTLAND 2, OREGON

April 12, 1951

Gentlemen:

On April 12, 1951, the Oregon State Highway Commission will open bids for work on the Dodge Bridge Section of the Sam's Valley Highway.

We are able to furnish the following material:

				Per Foot	Bands Ea.
Item 29	110 ft.	6"	16 gage Corrugated Metal Drain Pipe, Dipped....................	$1.10	$ 1.13

The above prices are for material f.o.b. the job via commercial truck.

This quotation is subject to orders now or hereafter received for military or government purposes. Delivery, if promised, is an estimate and may be delayed without liability to us.

Terms are 1/2 of 1% discount ten days from the date of the invoice or net cash thirty days.

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

E W Gibson
Manager
North Pacific Division

E. W. Gibson:ihs

Subject to being awarded the contract we hereby order the above materials at the unit prices set forth above.

Subject____________________

Date____________________ By____________________

RECEIVED
APR 4 - 1951
FOR FILING

April 3, 1951

J. P. Tobin and Company
Insurance Adjusters
Fluhrer Building
Medford, Oregon

Gentlemen:

Your letter under date of March 29 to the attention of Mr. Spaulding, requesting the actual official weights of the equipment and load owned and operated by the Central Heating Company of Eugene involved in the collapse of the Dodge Bridge on December 2, 1950, has been handed me for a reply.

The above information has been furnished by both myself and Mr. Devers to the United Pacific Insurance Company, Board of Trade Building, Portland 4, Oregon.

After reporting the details of the accident to the Highway Commission, that body instructed Mr. J. M. Devers, Chief Counsel, to take the necessary action in collecting the cost of the damages.

Therefore, any further information which your firm or the insurance company desires should be requested of Mr. J. M. Devers, Chief Counsel for the Highway Commission.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By: W. W. Stiffler,
Assistant State Highway Engineer

WWS:bl

cc: Mr. J. M. Devers
Mr. L. L. Spaulding

FORM E-30 25M 5-50 40900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1951

SUBJECT: Dodge Bridge Accident

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
State Office Bldg.
Salem, Oregon

Dear Mr. Stiffler:

On March 30, 1951 I received a letter from J. P. Tobin & Co., Insurance Adjusters of Medford, Oregon, regarding the accident of December 2, 1950 at the Dodge Bridge on the Sams Valley Highway. They are asking for the official weight on the truck and trailer of this equipment that went through the Dodge Bridge.

I contacted Mr. Ralph Sipprell and he advised me not to answer this letter, but to send it to you stating that it had not been answered. I am therefore enclosing the letter.

Mr. Sipprell advises me that you have the weights which were taken shortly after the collapse of the bridge. If you need any additional information I will be very happy to supply same.

Yours truly,

L L Spaulding
L. L. Spaulding
Chief Weighmaster

LLS:hh
Enc.

NOTED
W. W. STIFFLER

J. P. TOBIN & CO.

INSURANCE ADJUSTERS

FLUHRER BUILDING MEDFORD, OREGON Telephone 2-6167

March 29, 1951

Mr. Lauren Spalding
Chief Weighmaster
S tate Highway Department
Salem, Oregon

Re: Accident: 12/2/1950
Location: Dodge Bridge
Vehicle: 1940 International Truck and Gunderson Trailer

Dear Mr. Spalding:

Our investigation reveals the fact that the official weights on the above truck and trailer and load has been submitted to your office.

May we have a copy of your official weights on this truck to include weight of truck, weight of trailer, and weight of the load?

Thanking you, we are

Yours very truly

J. P. TOBIN & CO.

By J P Tobin

[illegible] 3-30-51

CEIVED
MAR 29 1951
FOR FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

March 27, 1951

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

P.S. and E. documents for Oregon Project S-52(4), Dodge Bridge Section of the Sams Valley Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. You are authorized to advertise for bids with the understanding that evidence of county cooperation in the design will be submitted prior to the date of bid opening.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

Noted

EIVED
FORM 5-10X 20M 7-50
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

Mar. 26, 1951

Mr. A. E. Phillippay
Branch Claims Manager
United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Dear Mr. Phillippay:

Re: File 62-82697
Central Heating Company

In your letter of March 16, relative to the controversy identified above, you state that your investigation discloses no blame resting upon the Central Heating Company or its driver, and you state further that, "nor is there any indication that the truck involved exceeded the posted fifteen ton limit of the bridge."

I have made further inquiry of members of the staff, and I find that the load was weighed at 10:40 A.M. on December 16, 1950, and these facts were disclosed: "Weight empty, 24,010 pounds. The vehicle and load were weighed again on the same day at 12:30 P.M. after the vehicle had been loaded with the salvaged material, and the gross weight of load and vehicle was 33,180 pounds." The weighing of the vehicle was conducted by Weighmasters Eldred Charley and Claude Miller, and the operation was witnessed by Harry Melton, Superintendent of the Central Heating Company of Eugene.

We have a good deal of data in our files, and I think it would be helpful if you or some representative of your Company were to come down here and confer with our Mr. Stiffler and get from him the record as we have it.

Yours very truly,

J. M. DEVERS

JMD:FRC

cc- Mr. W. W. Stiffler

NOTED
W. W. STIFFLER

RECEIVED
[illegible]
FOR FILING

Salem, Oregon
March 23, 1951

Mr. J. M. Devers

Reference is to your letter dated March 20 directed to Mr. Williams, which has reference to your correspondence and contacts with the Central Heating Company of Eugene, and its insurance carrier, the United Pacific, relative to our claim against the Central Heating Company in the amount of $6,592.25 for destruction of the Dodge Bridge on December 2, 1950.

Your letter quotes the Insurance Company as stating: "... nor is there any indication that the truck involved exceeded the posted fifteen ton limit of the bridge." My report to Mr. Baldock under date of January 4 gives the exact weight of equipment and that part of the load which it carried at the time the bridge collapsed which the Company was able to salvage, the whole of which when weighed by our weighmasters and observed by the Oregon State Police totaled 33,000 pounds.

I am enclosing two copies of weighmasters' reports showing the weighmaster's name or names and, in two instances, the name of the State Police Officer who assisted or observed the weighing.

1. Two reports which showed the weight of the Gunderson semitrailer (Oregon License T-61-910, registered to the Central Heating Company of Eugene, Oregon) on December 16, 1950 weighed at 10:40 a.m., empty, 24,010 pounds, and weighed again on the same day at 12:30 p.m. (when loaded with machinery salvaged from the river, which machinery was loaded on the same equipment at the time the bridge collapsed, and which is shown on page 3 of my report to Mr. Baldock dated January 4) showed a gross weight of 33,180 pounds, less 24,010 pounds light weight, equals 9,170 pounds of machinery and equipment. This weighing operation before and after being loaded, which was conducted by Weighmasters Eldred Charley and Claude Miller, was witnessed and observed by Harry Melton, Superintendent of the Central Heating Company of Eugene.

2. Two copies of a report rendered by Weighmaster Ron Korner, and observed by R. M. Korner, Pvt., Oregon State Police, on December 5, 1950, showing the weight of the truck, Oregon License T-14-963, owned by the Central Heating Company of Eugene, as being 11,040 pounds.

Two copies of a report rendered by Carl R. Cleaver (with witnesses, State Patrolman Wadsworth and Robert Chriss, driver for the Medford Steel Company) wherein the Gunderson trailer, after being salvaged from the river, was weighed on December 8, 1950, and the light weight determined as 12,790 pounds.

The total of the three weights, as substantiated by the three weighmasters' reports above-mentioned, equals 33,000 pounds.

I am also enclosing a copy of my report to Mr. Baldock under date of January 4, which he in turn reported to the Commission, and it is this report upon which Commission action was taken.

W. W. Stiffler

WWS:er

Encl.

INVESTIGAT N AND REPORT OF DAMAGE TO HIGHW STRUCTURE

DATE OF ACCIDENT Dec. 2 Hour: AM 6:00 PM

FIRST PARTY

VEHICLE: Make 41 International Model Tractor Year 1941

Truck (Car) license T-14-963 PUC license ORE 3-28618

Gunderson

Trailer license T 61-910 PUC license ORE 3-5110

Driver Elvin LeRoy Eaton (Name) 4147 Dillard Road, Eugene, Ore. (Address)

Legal owner Central Heating Co., (Name) Eugene, Ore. (Address)

SECOND PARTY

Insurance company (Name) (Address)

(If another vehicle was involved, identify it on back.)

STRUCTURE: "Dodge" Bridge across Rogue River

(Name of bridge or scale. If sign or signal, state type.)

Highway Sams Valley Secondary MP 14.4

Extent of damage Collapse of 220' thru steel truss span

(Describe fully)

Lying in Rogue River of bridge site

Twisted & bent-total loss

Estimate of cost to repair $30000.

Estimate made by J. G. Bromley Estimate checked by

WITNESSES TO ACCIDENT: (If no witness was present when accident occurred, give names of first to reach scene (such as State Police Officer, ambulance or wrecker driver or Highway Department employees. Give time of arrival. Show statements on back of report. If no witnesses, write "NONE").

1. No witnesses when accident occurred except driver of equipment
(Name) (Address) (Title or occupation) (Location when accident occurred)
2.
(Name) (Address) (Title or occupation) (Location when accident occurred)
3.
(Name) (Address) (Title or occupation) (Location when accident occurred)

Other Witnesses

WITNESSES TO DAMAGE: (Give name, occupation or title, address, time damage was observed and state who reported to Highway Department, who received the report, and brief description of conditions.)

File

1. Paul Lowery-State Police Officer 7:30 P.M.
(Name) (Address) (Title or occupation) (Time damage observed)
2. Douglas E. Decker " " 6:47 P.M.
(Name) (Address) (Title or occupation) (Time damage observed)
3. State Police at Medford reported damage to J. G.Bromley 6:45 P.M.
(Name) (Address) (Title or occupation) (Time damage observed)

Other Witnesses

(Over)

WITNESSES' OR DRIVERS DESCRIPTION OF ACCIDENT: (Include name of witness, when and to whom the statement was given.)

Mr. Elvin LeRoy Eaton, driver of equipment involved made the following statement to State Police Officer Paul Lowery:

"I approached the bridge and in going across I felt my trailer pulling back. I was across the bridge on the east span, I felt the bridge going, and the trailer pulled me back into the river."

HIGHWAY DEPARTMENT EMPLOYEES' INVESTIGATION AND DESCRIPTION OF ACCIDENT: Tell when investigation was made, who was interviewed and pertinent facts obtained. Give Second Party information in detail.

See my letter of Dec. 7th regarding accident.

How was it determined who was responsible for damage; by observation of wrecked vehicle, from statement of witness or driver, or by what other means?

Observation of wrecked vehicles.

Be sure that report shows who saw accident, who saw damage, who heard statement reported, when seen, when and where heard etc, who made statements, etc.

Approved: R Bromley
District Maintenance Supt.

Signature of Investigator:

Title: Dist. Maint. Supt.

JB:mc
9-28-49

2-260

C
O
P
Y

OREGON STATE HIGHWAY COMMISSION

WEIGHT REPORT

ALL COMMODITIES except Logs, Poles or Piling

Serial No. ☐

10:20 A. M.

Scale So. Medford 15 (Co.) 01 (No.) District ☐ Date 12 (Mo.) 08 (Day) 0 (Yr.)

Operator's Name and Address ______ (Show only when in violation)

Operator's or Chauffeur's Lic. No. ______

Owner's Name ☐ ______ (Write surname first) Address ______

TRUCK: License 1 ☐ Ore. 2 ☐ Wn. 3 ☐ Cal. 4 ☐ Ida. 5 ☐ ______ (Prefix) (Number) (Yr.)

Oregon P. U. C. Plate ☐ (Class) ______ (Yr.)

TRAILER: License No. Ore. T61-910

Ore. P. U. C. Plate No. 3-5110

Other License ______

Type of Vehicle:
- Truck . . . . 1 ☐
- Truck and Pole Trailer 2 ☐
- Truck and Semitrailer 3 ☐
- Truck and Full Trailer 4 ☐
- Other: semitrailer (lowboy) 5 ☒

Axle Arrangement:

1 ☐ 2-0	6 ☐ 3-1
2 ☐ 2-1	7 ☐ 3-2
3 ☐ 2-2	8 ☐ 3-3
4 ☐ 2-3	9 ☐ 2-1-2
5 ☐ 3-0	0 ☒ 0-2

Commodity Carried: ☐ Truck ______ Semi ______ Tr'l'r empty

P. U. C. Combined Weight Rating	Registered Light Weight

Axle		Actual Weight		Permissible Weight	Overload	
TRUCK	Front					
	Rear					
	Total			Do Not Total		
INT. AXLE(S)						
TRAILER	Front					
	Rear	127	90			
	Total	127	90	Do Not Total		
COMBINED GROSS				Do Not Total		

			TIRES No.	TIRES Total Width	Check If Over Permissible Tire Weight
Truck	Front Axle				☐
	Rear	1st			☐
		2nd			☐
	Total				
Intermediate Axle(s)	1st				☐
	2nd				☐
	Total				
Trailer	Front Axle				☐
	Rear	1st			☐
		2nd			☐
	Total				

Violation Cited—Type ☐ Formula Applicable: ______

Wheel Base:
- Truck Unit ______
- Trailer Unit ______
- Int. Axle Group ______
- Combination ______

☐

DISPOSITION:

Cited to: ______ Justice Court ☐ on ______ (Date) for ______ (Amount and type violation) Cit. No. ______

VIOLATIONS OTHER THAN OVERWEIGHT:

Overwidth ______ ☐

Overheight ______ ☐

Overlength ______ ☐

P. U. C. Reg's ______ ☐

Witnesses:
(1) State Patrolman Wadsworth
(2) Robert Chriss, driver of Medford Steel Co. truck

Carl R. Kliever (Sgd.)

NOTED
W. W. SHIFFER

Weighmaster

C
O
P
Y

OREGON STATE HIGHWAY COMMISSION

WEIGHT REPORT
OREGON STATE POLICE
ALL COMMODITIES except Logs, Poles or Piling

Serial No. ☐

Scale So. hwy. 99 Scales, Medford ☐ (Co.) ☐ (No.) District ☐ Date 12 (Mo.) 5 (Day) 50 (Yr.)

Operator's Name and Address Elvin Leroy Eaton (Show only when in violation) Operator's or Chauffeur's Lic. No. 30237

Address: 4117 Dillard Rd. Eugene, Oregon

Owner's Name ☐ Central Heating Co. (Write surname first) Address Eugene

TRUCK: License 1 ☒ Ore. 2 ☐ Wn. 3 ☐ Cal. 4 ☐ Ida. 5 ☐ ____ T14 (Prefix) 963 (Number) (Yr.) Oregon P. U. C. Plate 3 (Class) 28618 (Yr.)

TRAILER:

License No. ____ Ore. P. U. C. Plate No. ____ Other License ____

Type of Vehicle:
- Truck . . . . 1 ☐
- Truck and Pole Trailer 2 ☐
- Truck and Semitrailer 3 ☐
- Truck and Full Trailer 4 ☐
- Other: ____ 5 ☐

Axle Arrangement:

1 ☐ 2-0	6 ☐ 3-1		
2 ☐ 2-1	7 ☐ 3-2		
3 ☐ 2-2	8 ☐ 3-3		
4 ☐ 2-3	9 ☐ 2-1-2		
5 ☐ 3-0	0 ☐ ____		

Commodity Carried: ☐ Truck / Semi / Tr'l'r

P. U. C. Combined Weight Rating	Registered Light Weight

	Axle	Actual Weight	Permissible Weight	Overload
TRUCK	Front			
	Rear			
	Total	11040 lbs - gross weight of tractor	Do Not Total	
INT. AXLE(S)				
TRAILER	Front			
	Rear			
	Total		Do Not Total	
COMBINED GROSS			Do Not Total	

		TIRES No.	TIRES Total Width	Check If Over Permissible Tire Weight
Truck	Front Axle		20	☐
	Rear 1st		40	☐
	Rear 2nd			☐
	Total			
Intermediate Axle(s)	1st			☐
	2nd			☐
	Total			
Trailer	Front Axle			☐
	Rear 1st			☐
	Rear 2nd			☐
	Total			

Violation Cited—Type ☐ Formula Applicable: ____

Wheel Base:
- Truck Unit ____
- Trailer Unit ____
- Int. Axle Group ____
- Combination ____

☐

DISPOSITION:

Cited to: ____ Justice Court ☐ on ____ (Date) for ____ (Amount and type violation) Cit. No. ____

VIOLATIONS OTHER THAN OVERWEIGHT:

Overwidth ____ ☐ ____
Overheight ____ ☐ ____
Overlength ____ ☐ ____
P. U. C. Reg's ____ ☐ ____

NOTED
W. W. SHIFFLER

Ron Korner (Sgd.)
R. M. Korner, Pvt. State Police Officer

IVED
FOR FILING

FORM B-123X 25M 7-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

March 20, 1951

County Court of Jackson County
Medford, Oregon

Gentlemen:

Although full information is not as yet at hand relative to regulations pertaining to expenditure of 1952-53 federal-aid secondary highway funds, it may be that one of the requirements will be that county courts concur with the State Highway Commission on federal-aid secondary highway projects (both on state highways and on county roads).

One of the projects planned in Jackson County is the construction of the new Dodge Bridge and approaches thereto over the Rogue River on the Sams Valley Federal-aid Secondary Highway, Federal Project No. S-52 (4). The planned improvement is on revised location to tie in with the recently reconstructed sections to the east and west and is to the same roadbed standards with a new 402.5 foot through steel truss bridge with reinforced concrete deck girder approaches.

The project is necessary to replace the old bridge which has washed out and to thus reopen this route which serves an agricultural area and ordinarily carries a considerable volume of logging traffic.

We are planning to open bids on the project at the April 12-13 meeting of the State Highway Commission, and, in order that the project not be delayed, your concurrence is respectfully requested. If the above listed project and plans meet with your approval, please advise of your concurrence on the extra copy of this letter and return it immediately to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

- - - - -

March 23rd 1951

We hereby concur in the above project.

J.B. Coleman County Judge R R Lytle Co. Commissioner
[illegible] Co Commissioner.

FORM E-30 25M 8-50 40900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1951

SUBJECT:

~~APPROVED~~
REFERRED TO
Stiffler
ASST. STATE HIGHWAY ENGINEER
~~By Asst. Chief Engineer~~

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Mr. G. S. Paxson
Bridge Engineer
Office

Gentlemen:

I have been endeavoring for some time to prevail upon the Central Heating Company of Eugene to reimburse the State for the damage to the Dodge Bridge on the Sams Valley State Highway, but so far have not succeeded.

The Central Heating Company turned the matter over to its insurance company, the United Pacific, and I have been corresponding with that company. Today I received a reply to my letter of March 8, in which the company says:

> "We have made a rather thorough investigation of the main facts of this accident and to date we have been unable to uncover any negligence on the part of the Central Heating Company or its driver nor is there any indication that the truck involved exceeded the posted fifteen ton limit of the bridge.
>
> "We would be happy to discuss this further with you and if you have information other than we have been able to dig out, we will be happy to go into further detail with you on it.

I wish you would let me know what proof we have that the load which was moved over the structure was in excess of the posted limit, and then I will take the matter up again with the company.

Yours very truly,

J M Devers
J. M. DEVERS
Chief Counsel

JMD:AWP

RECEIVED
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 22, 1951

The Central Heating Co.
865 Olive Street
Eugene, Oregon

Re: Damage to Dodge Bridge

Gentlemen:

On January 31st I wrote you concerning damage done to a State highway bridge on the Sams Valley Highway and I received from you a letter dated February 1st in which you advise that the matter had been referred to your insurance company.

The Highway Commission will be in session in Portland Monday and Tuesday of next week and I have been requested by the Commission to report at that time concerning this matter.

I will therefore appreciate it if you will write me at once with respect to the claim so that I may advise the Commission.

It is quite likely that the letter addressed to me at Salem might not reach me before Monday. I therefore suggest that if your letter is mailed later than Friday, instead of addressing it to Salem you send it to me in care of the Imperial Hotel in Portland.

Yours very truly,

J. M. DEVERS

JMD:jk
cc :United Pacific Ins. Co.
W.W.Stiffler ✓

NOTED
W. W. STIFFLER

RECEIVED
1951
FOR FILING
FORM E-30 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1951

NOTED
State Highway Engineer

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Mr. Stiffler:

Pursuant to instructions, I wrote the Central Heating Co. of Eugene and requested payment in the sum of $6,600.00 for damage to the Dodge Bridge. Today I received from the Central Heating Co. a reply to that letter, which reply is as follows:

> "In reply to your letter of January 31 concerning damage to the Dodge Bridge, which is part of the Sams Valley Highway, in which you have requested a payment of $6600 from The Central Heating Co. to cover damages done, we are sending this letter to our insurance company, who will no doubt contact you regarding this matter."

I am passing this on to you for your information.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:AWP

NOTED
W. W. STIFFLER

RECEIVED
1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

January 31, 1951

Central Heating Company
865 Olive Street
Eugene, Oregon

Gentlemen:

There has been placed on my desk with instructions from the Highway Commission the matter of the claim of the State, through its Highway Commission, against your firm for reimbursement for damage done to the Dodge Bridge which is a part of the Sams Valley Highway.

This bridge was damaged, as the record shows, when some equipment was being moved thereover by your operator on or about December 2, 1950. The condition of the bridge as a result of the accident is such that good business judgment and the principles of economy do not warrant its reconstruction at this time, however, the Commission, through its engineers, has determined that the depreciation value of the structure, taking into consideration the salvage that would have been available had the bridge been replaced or removed, equals the sum of $6,600. Therefore, in compliance with the Commission's instructions, I request payment in that amount.

Yours truly,

J. M. DEVERS

JMD:ars

cc- Mr. W. W. Stiffler
Mr. G. S. Paxon

ECEIVED
30 1951
FOR FILING

Salem, Oregon
January 25, 1951

Mr. E. A. Collier

On January 23 the Highway Commission approved the recommendation of the Chief Engineer and ordered the filing of a claim against the Central Heating Company of Eugene, Oregon, in the amount of $6,600, which is the depreciated value of the Dodge Bridge on the Sams Valley Secondary Highway, which collapsed on December 2, 1950 at 6:30 p.m., while a loaded truck having a weight of 33,000 pounds was proceeding across the bridge.

W. W. Stiffler

WWS:er

cc: J. M. Devers

RECEIVED
FOR FILING
FORM E-30X 25M 6-50 42269

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 12, 1951

SUBJECT: Dodge Bridge

To:

Mr. Tom Edwards
Asst. Division Engineer
Oregon State Highway Dept.
Roseburg, Oregon

Dear Sir:

We have had no report recently on the Dodge Bridge. If the remaining machinery is not to be moved we would appreciate having you list such items as are visible with an estimate of their weight and advise us at your early convenience.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:AE
cc: J. G. Bromley
W. W. Stiffler

NOTED
[illegible]

RECEIVED
JAN 8 - 1951
FOR FILING

January 5, 1951

Oregon State Highway Commission

Gentlemen

I am attaching hereto a copy of a report by W. E. Stiffler on the collapse of the Dodge Bridge.

While we do not know how much is left in the river, it appears that it is probably not more than a thousand pounds, which would make the total load 17 tons incomparison with the posted load of 15 tons.

The evidence supports the theory that the collapse was due primarily to the bucket loader striking one of the diagonals in the bridge. When this diagonal was broken, or knocked out of line, the bridge collapsed like a house of cards. Whatever may have been the cause, we know that the bridge fell when the truck and load owned by the Central Heating Company of Eugene was on the span and it would appear that, regardless of whether the reason for the collapse was the striking of the diagonal member of the bridge or the weight in excess of 15 tons, they are responsible and that we should seek to recover from them or their surety the depreciated value of the bridge which amounts to approximately $6,600.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
Encl.
cc Mr. Devers
Mr. Williams
Mr. Stiffler
Mr. Paxson

ECEIVED
8 - 1951
FOR FILING

Salem, Oregon
January 4, 1951

Mr. R. H. Baldock:

I have just recently received the required information necessary for a complete report on the collapse of the Dodge Bridge crossing the Rogue River on the Sams Valley Secondary Highway, which occurred December 2, 1950 at 6:30 p. m.

The bridge collapsed while a two-axle truck-tractor and semitrailer, owned and operated by the Central Heating Company of Eugene, which was loaded with miscellaneous construction equipment, also owned by the Company, was proceeding across the main span. The equipment was driven by Elvin Leroy Eaton, 4147 Dillard Road, Eugene, Oregon, who escaped with minor injuries, but the equipment and machinery, with the bridge, fell into the river.

Dodge Bridge consists of one 220-foot thru steel truss span and approaches, consisting of two 17-foot frame trestle untreated timber spans and five 17-foot frame trestle untreated timber spans on the east end, with a roadway width of 17 feet. According to Paul Rynning, County Engineer, the bridge was built by Jackson County in 1910. No records are available to show the exact date or the original cost.

In 1925 the Sams Valley Highway became a market road, and thus the bridge came under the surveillance of the Highway Commission, although remaining under the jurisdiction of the Jackson County Court. In 1926 complete measurements were taken of the bridge by the Bridge Department, as no plans were available, and certain reinforcements were made by the County, all of which are shown on Bridge Department Drawing No. 3383.

With the reinforcements made by the County in 1926, the bridge was still limited to a maximum load of 15 tons. In 1932 the highway and bridge were taken over by the Highway Commission as a secondary highway, and the bridge was immediately posted by authority of the Highway Commission for a maximum gross loading of 15 tons. This reduced loading remained in effect until the bridge collapsed. Photographs attached hereto, taken December 4, 1950, show that the load limit signs at both ends of the bridge were still in place.

A complete detailed inspection was made in May by W. G. Krueger, Bridge Superintendent, assigned to Division 3, and a written report was rendered covering this inspection, which revealed that all parts of the structure were in good condition. A further inspection was made by Mr. Krueger on October 26, 1950. Mr. Bromley was over the highway and the bridge, making a casual inspection, on November 28, 1950. Although we have no eye witnesses, certain evidence points strongly to the fact that the loaded truck and trailer collided with some portion of the bridge immediately prior to the collapse of the same. The report of Mr. Krueger, Bridge Superintendent, states in part: "The diagonal and counters at L4 show evidence of being struck recently by some heavy metal object, as the scars are bright with no rust."

A statement signed by the driver of the equipment, Elvin L. Eaton, states in part: "As I started to cross the bridge it began to sink, it started to pull my truck down. As I got over the north pier the span broke, pulling the trailer off the truck. The front wheels hung upon the pier, then the truck slid back in the river and broke in two." (The truck was traveling from east to west). "I did not hit the bridge on either side, I was in the middle of the bridge. When I came to I was walking down the road on the north (west) side of the bridge. I do not know how I got out of the truck."

A portion of the machinery carried on the trailer was a bucket loader 21 feet 6 inches long, which remained on the deck of the collapsed bridge when the inspection was made by Mr. E. G. Ricketts. Horizontal or sidewise skid marks were made on the deck of the bridge by the bucket loader, which indicates that this piece of machinery may have become loosened or dislodged on the load and collided with some member of the bridge at or near panel point L4, which is 73 feet 4 inches from the west end of the bridge, or from the west pier. Taking the driver's statement that his front wheels had reached the west pier when the bridge broke, we know that the over-all length of the truck and trailer is 36 feet 3 inches, leaving a distance of 15 feet 7 inches between the end of the trailer (easterly end of the truck and trailer combination) and the nearest or westerly end of the bucket conveyor. There were no longitudinal scratches or skid marks on the deck.

The equipment involved in the collapse of the bridge has been salvaged by the Company, and weighed by State Highway Department Weighmaster Carl R. Kliever, and State Police Officer Korner, as follows:

International truck-tractor, License ORET-14-963, PUC 3-28618,	11,040 pounds
Gunderson "Lowboy" semitrailer, License ORET-61-910- - - -	12,790 pounds
Total light weight of equipment - -	23,830 pounds

The following machinery, which was a part of the load on the bridge when it collapsed, was weighed by Weighmasters Charley and Miller on December 16, 1950, and the weights determined were witnessed by Harry Melton, Foreman or Superintendent of the Central Heating Company of Eugene, the owner.

1 - blower assembly
1 - frame with shaft and 3 large gears
1 - worm gear assembly
1 - bucket line and buckets
1 - gas tank
1 - Wisconsin gas engine
1 - conveyor and buckets

Total weight - 9,170 pounds.
Total combined gross weight of equipment and load - 33,000 pounds.

In addition to the above, there remains some miscellaneous machinery in the river, which was a part of the load on the bridge when the same collapsed, which has not been salvaged nor weighed.

Regardless of whether or not the equipment or load struck or collided with any member of the bridge, the fact remains that the structure collapsed while the Central Heating Company was proceeding across the bridge with an illegal load, in excess of the safe posted allowable weight. Therefore, it is recommended that a claim for damage sustained by the Highway Commission be filed against the Central Heating Company for the depreciated value of the structure as shown on the computations attached hereto, showing the 1950 replacement cost and the present depreciated value, which amounts to $6,592.25.

W. W. Stiffler

WWS:er

Present Replacement Cost

and

Depreciated Value

of

Dodge Bridge, Sams Valley Highway, January, 1951

1950 Replacement Cost 220' Steel Span

75,000 lbs. steel erected and painted at $0.25 per lb. - $18,750.00

Depreciation

Built 1910. Service life estimated at 46 years
based on replacement by 1956

$$1910 - 1950 = \frac{40}{46} \text{ yrs.} = 86.9\% \quad = \quad \$16,293.75$$

Depreciated Value- - - - - - - - $2,456.25

1950 Replacement Cost of Untreated Timber Deck - Handrail and Curbs

47.0 M-FBM untreated timber in place at $220.00 per M. $10,340.00

Depreciation

All timber replaced in 1941. Service life 15 years

$$1941 - 1950 = \frac{9}{15} \text{ yrs.} = 60\% \quad = \quad \$\ 6,204.00$$

Depreciated Value- - - - - - - - $4,136.00

Total Depreciated Value- - - - - $6,592.25

WWS - 1-3-51

COPY

Present Replacement Cost
and
Depreciated Value
of
Dodge Bridge, Sams Valley Highway, January, 1951

1950 Replacement Cost 220' Steel Span

75,000 lbs. steel erected and painted at $0.25 per lb. - $18,750.00

Depreciation

Built 1910. Service life estimated at 46 years
based on replacement by 1956

$$1910 - 1950 = \frac{40}{46} \text{ yrs.} = 86.9\% \quad = \quad \$16,293.75$$

Depreciated Value- - - - - - - - $2,456.25

1950 Replacement Cost of Untreated Timber Deck - Handrail and Curbs

47.0 M-FBM untreated timber in place at $220.00 per M. $10,340.00

Depreciation

All timber replaced in 1941. Service life 15 years

$$1941 - 1950 = \frac{9}{15} \text{ yrs.} = 60\% \quad = \quad \$\ 6,204.00$$

Depreciated Value- - - - - - $4,136.00

Total Depreciated Value- - - - - $6,592.25

WWS - 1-3-51

951 D
ILING

Present Replacement Cost and Depreciated Value at Dodge Bridge, Sams Valley Hwy. Jan, 1951

1950 Replacement Cost 220' Steel Span

75000 Lbs. Steel erected & painted @ $0.25 per Lb. $18,750.00

Depreciation

Built 1910. Service life estimated at 46 years
Based on Replacement By 1956.

$1910 - 1950 = \frac{40 \text{ yrs.}}{46} = 86.9\% =$ 16,293.75

Depreciated Value $2,456.25

1950 Replacement Cost of Untreated Timber Deck - Hand Rail and Curbs

47.0 M.F.B.M. Untreated timber in place @ $220.00 per M. = $10,340.00

Depreciation

All Timber replaced in 1941. Service life 15 years

$1941 - 1950 = \frac{9 \text{ yrs.}}{15} = 60\% =$ $6,204.00

Depreciated Value $4,136.00

Total Depreciated Value $6,592.25

NOTED
W. W. STIFFLER

WS 1-3-51

RECEIVED
1950
FOR FILING

FORM E-80 25M 8-50 42266

S-54(2)

3500

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1950

SUBJECT: Sams Valley Highway - Dodge Bridge
Accident - Central Heating Company

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Dear Sir:

The State Police and our Weighmaster at Medford have weighed the truck, trailer, and load, as removed, from the wrecked Dodge Bridge.

Weights so far have been as follows:

Truck tractor - - - - - - - - - - - - - - - - -	11,040 lbs.
Trailer, Gunderson 12/8/50 - - - - - - - - -	12,790 "
First part of load - recovered 12/16/50 - -	9,170 "
	33,000 "

More load to be recovered later, and will be weighed.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH

NOTED
W. W. STIFFLER

FORM E-30 25M 8-50 42286

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 28, 1950

SUBJECT: Dodge Bridge
Sams Valley Sec.

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

In view of the reports by Ricketts and Krueger and the weights of truck, trailer and part of the load recovered, I suggest we should notify Central Heating Company that in our opinion the passage of their truck over the bridge was the cause of the failure, that we know the truck was overloaded and there are strong indications that one of the pieces of the equipment on the load projected out far enough to strike and bend part of the truss, causing the failure; that in view of these facts and indications we will present claim against their insurance company and would like the name of their insurance company.

It has been nearly a month since this accident and further delay might be used by them to decline any claim we might care to make.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:AE
cc

FORM E-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1950

SUBJECT: Dodge Bridge over Rogue River in Jackson County

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

Our estimate of cost of replacing the Dodge Bridge over the Rogue River on the Sams Valley Secondary Highway in Jackson County is $177,000. Mr. Smith has given me a preliminary estimate of the grading and surfacing costs for the section needed to connect the new bridge to the highway as $65,000. This makes a total cost for the section of $242,000. I would suggest that the authorization be made in the amount of $250,000.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP/ds

NOTED
W. C. WILLIAMS

NORTH MEDFORD SCALE:

Kliever called Williamson Saturday and reported that True-Mix Crane Co. pulling equipment from river starting Friday 12-15-50.

12-16-50

10:40 A.M. Saturday weighed Central Heating equipment empty.
G.M.C. T-14-623 PUC 3-25440 Gunderson semi T61-910 3-5110
Light Weight
5700 Front
9950 Single Drive axle
8360 Trailer
24010

This weighing witnessed by weighmaster Charley and Miller. Mr. Melton of Central Heating also saw weighing.

12:30 P.M. - Weighed truck and semi loaded with the following:
- 1 blower assembly
- 1 frame with shaft and 3 large gears
- 1 worm gear assembly
- 1 bucket line and buckets
- 1 gas tank
- 1 wisconsin motor 150 - 200 lbs.
- 1 conveyor and buckets

5840
12700
16460
33180 less light weight
24010
9170 load
11020 L.W. [illegible] truck trailer } from previous report
12790 L.W. Same [illegible] "
33,000 [illegible] on bridge [illegible]
More to take out.

TP 7305 issued 12-7-50 Fred C. Jones, Auditor

Y

OREGON STATE HIGHWAY COMMISSION

WEIGHT REPORT

ALL COMMODITIES except Logs, Poles or Piling

Serial No. ☐

12:30 P.M.

Scale No. Medford 15 (Co.) 02 (No.) District ☐ Date 12 (Mo.) 16 (Day) 50 (Yr.)

Operator's Name and Address ________ (Show only when in violation)

Operator's or Chauffeur's Lic. No. ________

Owner's Name ☐ The Central Heating Co. (Write surname first) Address Eugene, Oregon

TRUCK: License 1 ☒ Ore. 2 ☐ Wn. 3 ☐ Cal. 4 ☐ Ida. 5 ☐ ________ T (Prefix) 14623 (Number) 0 (Yr.)

Oregon P. U. C. Plate 3 (Class) 25440 0 (Yr.)

TRAILER: License No. T 61-910 Ore. P. U. C. Plate No. 3-5110 Other License ________

Type of Vehicle:

- Truck G.M.C. 1 ☐
- Truck and Pole Trailer 2 ☐
- Truck and Semitrailer 3 ☒
- Truck and Full Trailer 4 ☐
- Other: ________ 5 ☐

Axle Arrangement:

- 1 ☐ 2-0
- 2 ☐ 2-1
- 3 ☒ 2-2
- 4 ☐ 2-3
- 5 ☐ 3-0
- 6 ☐ 3-1
- 7 ☐ 3-2
- 8 ☐ 3-3
- 9 ☐ 2-1-2
- 0 ☐ ________

Commodity Carried: ☐ load Gunderson

	P. U. C. Combined Weight Rating	Registered Light Weight
Truck	42,000	10,060
Semi		
Tr'l'r	12,000	7,990

Axle		Actual Weight		Permissible Weight	Overload	
TRUCK	Front	058	40			
	Rear	127	00			
	Total	185	40	Do Not Total		
INT. AXLE(S)						
TRAILER	Front					
	Rear	146	40			
	Total	146	40	Do Not Total		
COMBINED GROSS		331	80	Do Not Total		

		TIRES No.	TIRES Total Width	Check if Over Permissible Tire Weight
Truck	Front Axle			☐
	Rear 1st			☐
	Rear 2nd			☐
	Total			
Intermediate Axle(s)	1st			☐
	2nd			☐
	Total			
Trailer	Front Axle			☐
	Rear 1st			☐
	Rear 2nd			☐
	Total			

Violation Cited—Type ☐ Formula Applicable: ________

Wheel Base

- Truck Unit ________
- Trailer Unit ________
- Int. Axle Group ________
- Combination ________

☐

DISPOSITION:

Cited to: ________ Justice Court ☐ on ________ (Date) for ________ (Amount and type violation) Cit. No. ________

VIOLATIONS OTHER THAN OVERWEIGHT:

Overwidth ________ ☐

Overheight ________ ☐

Overlength ________ ☐

P. U. C. Reg's C. Miller E.C. ☐

Issued 12-7-50
Ex. 12-27-50

Claude Miller Eldred Charley
Weighmaster

TP 7305 Issued by Fred C. Jones

p
y

OREGON STATE HIGHWAY COMMISSION

WEIGHT REPORT

ALL COMMODITIES except Logs, Poles or Piling

Serial No.

10:40 A.M.

Scale No. Medford 15 (Co.) 02 (No.) District

Date 12 (Mo.) 16 (Day) 50 (Yr.)

Operator's Name and Address (Show only when in violation)

Operator's or Chauffeur's Lic. No.

Owner's Name The Central Heating Co. (Write surname first) Address Eugene, Oregon

TRUCK: 1 ☒ Ore. 2 ☐ Wn. 3 ☐ Cal.
License 4 ☐ Ida. 5 ☐ T (Prefix) 14-623 (Number) 0 (Yr.)

Oregon P. U. C. Plate 3 (Class) 25440 0 (Yr.)

TRAILER:
License No. T61-910 Ore. P. U. C. Plate No. 3-5110 Other License

Type of Vehicle:
- Truck G.M.C. . . . 1 ☐
- Truck and Pole Trailer 2 ☐
- Truck and Semitrailer 3 ☒
- Truck and Full Trailer 4 ☐
- Other: 5 ☐

Axle Arrangement:

1 ☐ 2-0	6 ☐ 3-1
2 ☐ 2-1	7 ☐ 3-2
3 ☒ 2-2	8 ☐ 3-3
4 ☐ 2-3	9 ☐ 2-1-2
5 ☐ 3-0	0 ☐

Commodity Carried: empty

Gunderson

	P. U. C. Combined Weight Rating	Registered Light Weight
Truck	42,000	10,060
Semi		
Tr'l'r	12,000	7,990

Axle		Actual Weight		Permissible Weight	Overload
TRUCK	Front	57	00		
	Rear	99	50		
	Total	156	50	Do Not Total	
INT. AXLE(S)					
TRAILER	Front				
	Rear	83	60		
	Total	83	60	Do Not Total	
COMBINED GROSS		240	10	Do Not Total	

			TIRES No.	TIRES Total Width	Check If Over Permissible Tire Weight
Truck	Front Axle				☐
	Rear	1st			☐
		2nd			☐
	Total				
Intermediate Axle(s)	1st				☐
	2nd				☐
	Total				
Trailer	Front Axle				☐
	Rear	1st			☐
		2nd			☐
	Total				

Violation Cited—Type ☐ Formula Applicable:

Wheel Base
- Truck Unit
- Trailer Unit
- Int. Axle Group
- Combination

DISPOSITION:
Cited to: Justice Court ☐ on (Date) for (Amount and type violation) Cit. No.

VIOLATIONS OTHER THAN OVERWEIGHT:
- Overwidth ☐
- Overheight ☐
- Overlength ☐
- P. U. C. Reg's ☐

(Before loading at Dodge Bridge)

TP7305 Issued 12-7-50
Exp. 12-27-50
Issued by Fred C. Jones

C.M. E. C. (Sgd.)
Weighmaster

December 14, 1950

Oregon State Highway Commission

Gentlemen:

The Dodge Bridge over the Rogue River on the Sams Valley Secondary Highway collapsed on December 2, 1950, at 6:30 P. M. On the bridge at the time was a tractor [illegible] trailer loaded with construction equipment owned by the Central Heating Company of Eugene who had just completed a contract for us at Prospect. The driver was Elvin Leroy Eaton of Eugene and he escaped with minor injuries but the equipment fell with the bridge.

Causes of collapse were -

(1) Overloaded vehicle.

(2) Probably part of load struck truss.

The tractor and trailer have been removed and they weighed 23,830 pounds. The driver told Police Officer Decker of Medford he had a 12-ton load of misc machinery including pots & a part for plant. This makes a gross load about 24 tons. The bridge was posted for 15-ton gross load and has been for some time.

The bridge was a 220-foot steel span 17 feet wide. It was due for replacement in a few years because of inadequate width and strength but knocking the bridge down has caused the State some considerable loss involving two or three years use of the bridge by the public, the salvage value of the span for future use on secondary or forest highway, the use of the bridge as a detour during construction of the new bridge and possible expense involved in use of county road detours until the new bridge is built.

Traffic is being detoured over county roads south to Camp White and north to Shady Cove.

[illegible] about [illegible]

Very truly yours,

W. W. Stiffler
Assistant State Highway Engineer

EAC/bm

"The Seine: The [illegible]
the writer [illegible]
12 Tons of [illegible]
of the [illegible]

Douglas [illegible] Jr.

Paul [illegible]

Burnt Canyon Loraine

Kruger
[illegible]
Oct., 26 II

Kruger
Kidgmans & Counts:
End est. members @ L4 show evidence
of being struck recently by
some heavy metal object, stains
are bright, no rust.

(Timber # Steel
[illegible]

Tender Repts 1941.-

56,500 75000 @ 25¢
18,750 18,000 steel.?
12000 Deck System 48000 ft @ 7.50
4 R.
30,000

FORM E-30X 15M 8-49 31906

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1950

SUBJECT:

To: Mr. G. S. Paxson
Bridge Engineer

Dear Sir:

Attached is report of my investigation of the Dodge Bridge collapse on December 2, 1950.

A copy of this report has been forwarded to the Maintenance Department.

Very truly yours,

E. G. Ricketts
Bridge Investigation Engineer

EGR:lo
Attachment

2-19 F.T. Hist
5-19 I.T. Cost 19-1

NOTED
W. W. SHITLER

To: J. G. Bromley Dec. 11, 1950

Collier asks two questions:

How long before the Dodge Bridge collapsed had one of our men been across it?
What was the date of the last inspection?

Signed Tom Edwards /s/

To: Tom Edwards
Asst. Div. Eng'r

Grants Pass
Dec. 15, 1950

Paul Robertson's crew passed over the bridge Oct. 24th. Also, Harnish's crew same date. Walt Merrill, Harnish and I passed over bridge Nov. 14th. My last trip over the bridge was Nov. 28th. Inspection by Krueger Oct. 26th.

Signed J. G. Bromley /s/

copied 1/2/51 for W. W. Stiffler ✓

bm

NOTED
J. A. DE FRANCE

NOTED
W. W. [illegible]

VED
950
FOR FILING

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

P RA254 DA425 AA539

A MZC482 25 NL COLLECT=MIAMI FLO 5=

W W STIFFLER=

STATE HIGHWAY DEPT SALEM ORG=

1950 DEC 5 PM 6 15

ARRANGE FOR IMMEDIATE SURVEY FOR NEW DODGE BRIDGE AND ASK PAXSON TO START DESIGN WITH INTENTION OF PLACING IN FIRST YEAR SECONDARY HIGHWAY PROGRAM=

W C WILLIAMS=

NOTED
W. W. STIFFLER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

File

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	X

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM ORG DEC 4 1950

R H BALDOCK

McALLISTER HOTEL MIAMI FLA

DODGE BRIDGE 220 FOOT STEEL SPAN CROSSING ROGUE RIVER SAMS VALLEY HIGHWAY COLLAPSED SATURDAY EVENING WITH TRUCK TRAILER AND MACHINERY WITHOUT PERMIT. OWNER CENTRAL HEATING, EUGENE. LOAD OVERWEIGHT. OILED COUNTY ROADS AVAILABLE FOR DETOURS NORTH AND SOUTH.

W W STIFFLER

HIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

10
45
85
120
120

Central Heating
Eugene
Machinery

Bridge Br. 220'
160' D-Dble
Collapsed Sat. Dec 2nd 7 oc P.M.

Citation Nov. 20

115-120
~~$~~80
~~$~~48
12-15

Central Heating Co. Eugene
Elvin LeRoy Eaton
4147 Delins P. E Eugene

1944 Trk Int. 11290# T14963
Semi-Tr. 7990# T 61-910
19280#
12 Tons Road Mch. 24000
43280

Sign with Trds.

No. 20 O.L & C.H Medin
593 pc = [illegible]

3 Permits Legal Wt.
1 - [illegible] Heat [illegible]
2 - Oil Heat
3 - Asphalt Surg Mixer 10' Wide

Crater Lake & US 99

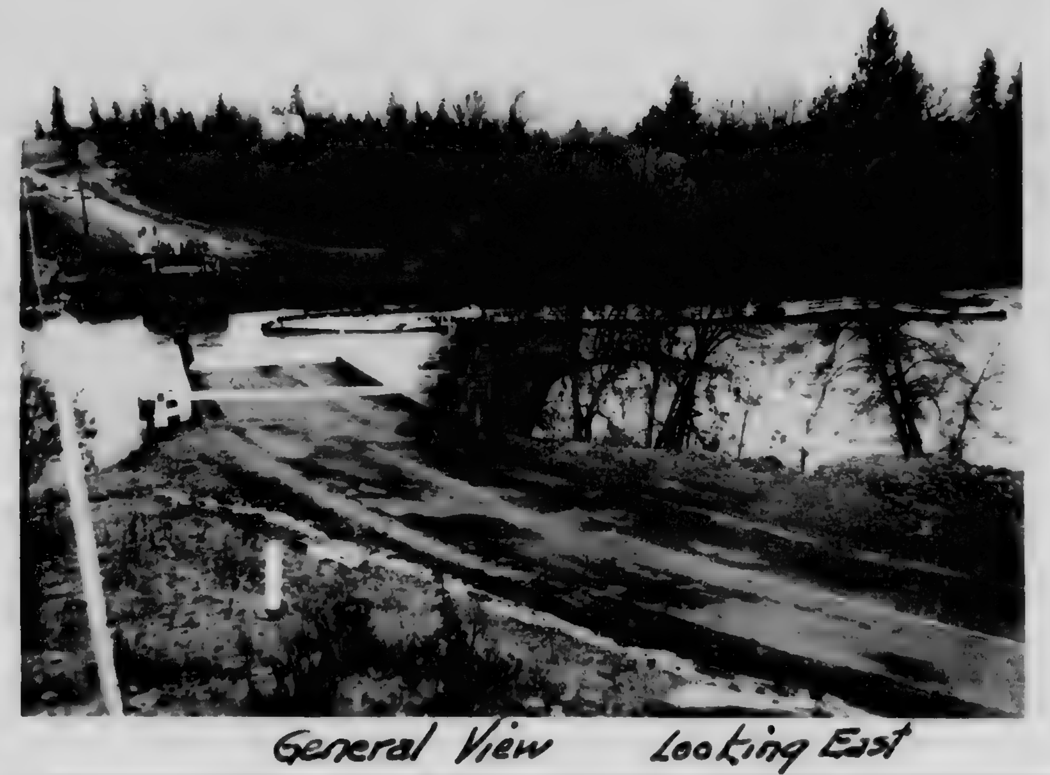
Dec 1-8th

Byrne Central Heating

Jaeger

40.00
.05
2.00

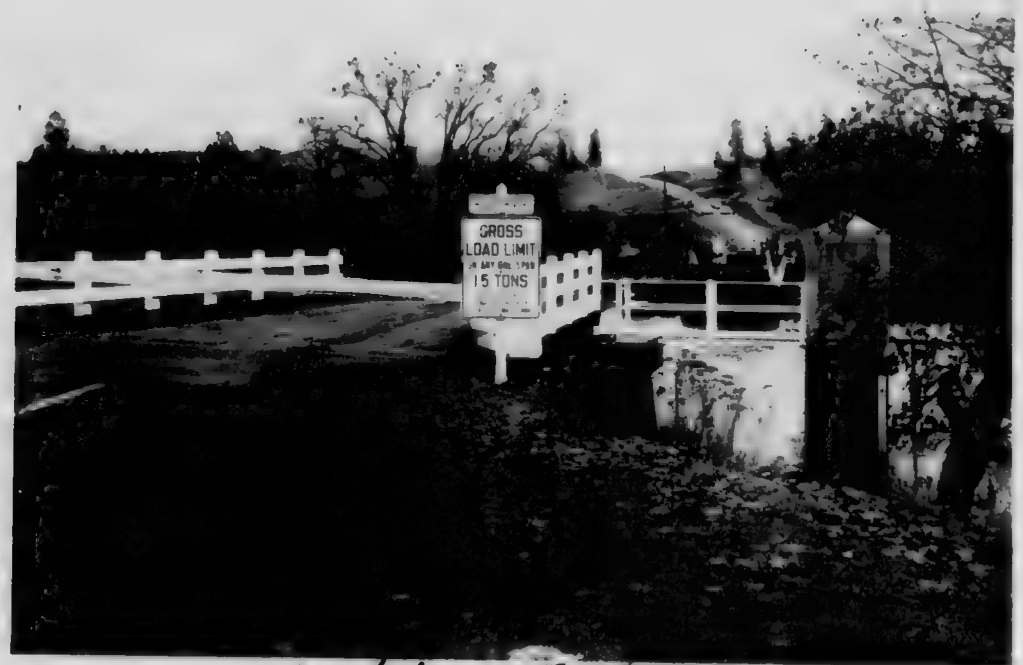
Scene at "[illegible]" bridge collapse on Sams Valley Secondary Highway taken Dec. 4, 1950. Date of collapse, Dec. 2, 1950. (From back of photographs)



General View Looking East

ary
1950.

Scene at "Dodge" bridge collapse on
Highway taken Dec. 4, 1950. D

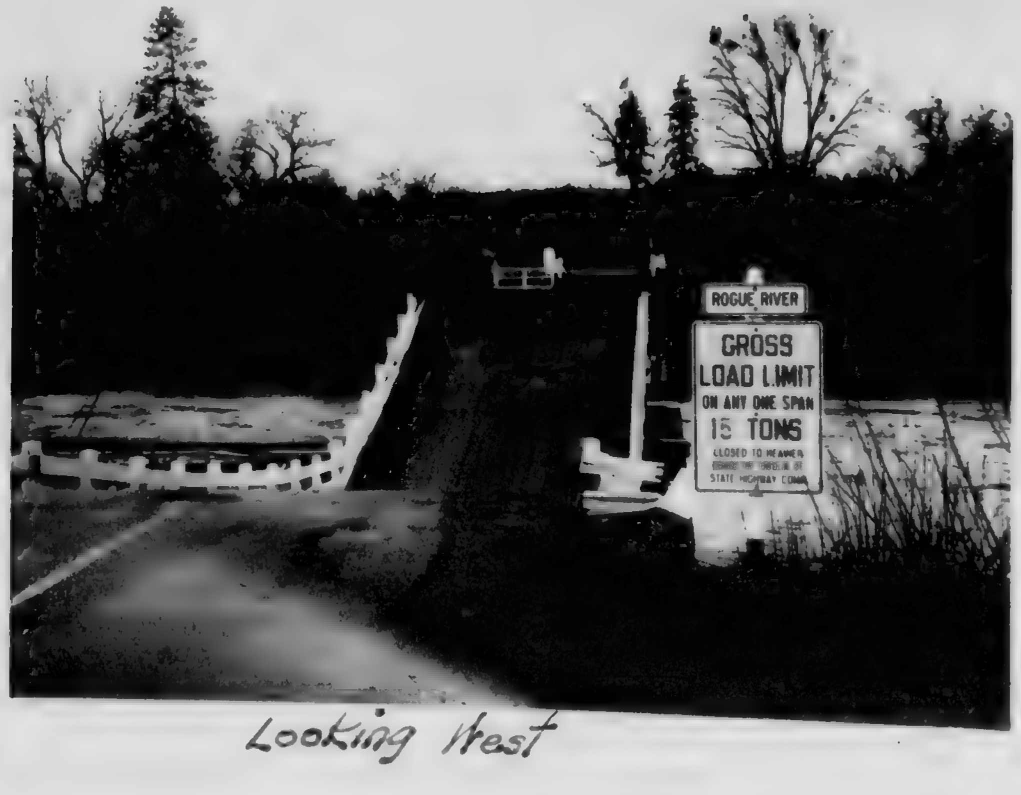

GROSS
LOAD LIMIT
15 TONS

Looking East

Looking West

ey
1950.

taken Dec. 4, 1950. Date of colla
bridge collapse on Sams


ROGUE RIVER
GROSS
LOAD LIMIT
ON ANY ONE SPAN
15 TONS
CLOSED TO HEAVIER
STATE HIGHWAY COMM.

Looking West

RECEIVED
20/9 [illegible]
FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPARTMENT

G. S. Paxson - Bridge Engineer

REPORT OF INVESTIGATION

of

DODGE BRIDGE COLLAPSE

December 2, 1950

Report by E. G. Ricketts
Bridge Testing Engineer

1950

NOTED
W. W. [illegible]

REPORT OF DODGE BRIDGE COLLAPSE
December 8, 1950

Bridge #1245

By - E. G. Ricketts, Bridge Investigations Engineer

LOCATION & CIRCUMSTANCES

On Saturday December 2, 1950 at approximately 6:45 P.M. our state highway district maintenance superintendent, J. G. Bromley, located at Grants Pass, was notified that the 220-foot steel span known as the "Dodge Bridge" over the Rogue River collapsed. This structure spans the Rogue River on the Sams Valley Secondary Highway at Milepost 15.79 from Gold Hill, which distance has been shortened to 14.4 miles by relocation and reconstruction of a portion of this highway during 1949. This bridge is located in Section 17 of Township 35 South, Range 1 West of Willamette Meridian in Jackson County, Oregon. This crossing is one mile West from the junction of the Sams Valley Secondary with the Crater Lake Highway which junction is 14.87 miles from Medford on the Crater Lake Highway.

Investigation by Mr. Bromley revealed that the bridge collapsed under load of a 1941 International truck-tractor towing a Gunderson "low-boy" semi-trailer carrying road machinery while crossing the bridge at approximately 6:00 P.M. on December 2, 1950. The truck and trailer is owned by the Central Heating Company of Eugene, Oregon. Truck license is T 14-963 operating under P.U.C. 3-28618; trailer license T 61-910, P.U.C. 3-5110. The driver was Elvin LeRoy Eaton, operator's license #30237 residing at 4147 Dillard Road, Eugene, Oregon. A copy of a signed statement made by Mr. Eaton after the accident entitled "Exhibit A" is attached to this report.

State Police officer investigating the accident was Mr. Paul Lowery from the Medford State Highway Patrol headquarters. A copy of his report marked "Exhibit B" is also attached to this report, in which is given a statement of the truck driver, taken at the scene of the accident.

CAUSE OF BRIDGE COLLAPSE

The immediate cause of the bridge collapse was the crossing of the loaded International truck-tractor towing a "low-boy" semi-trailer, carrying a bucket elevator and other heavy road machinery. A scale light-weight of both vehicles was made after the vehicles were removed from the site of accident. Carl R. Kliever weighed the trailer, and State Police officer weighed the truck-trailer. The light-weight of the vehicles was:

Truck-tractor - license T 14-963 -	11040 Lbs.
"Low-boy" semi-trailer - license T 61.910 -	12790 Lbs.
Total	23830 Lbs.

The weight of the load is still undetermined. Much of it was lost in the river when the bridge collapsed. The bucket conveyor and one other heavy piece of machinery still remained on the roadway of the bridge December 8th after the collapse and the consequent washing of the structure downstream and along the East bank by the strong current of the Rogue River. It is the intention to weigh these pieces of equipment when they can be removed from the wreckage.

It is known that the legal gross weight for this type of hauling equipment designated as, Truck Type 4, and shown on attached sketch is governed by Section 115-387 of Motor Vehicle Laws of Oregon, 1949 edition. This section allows a maximum of 54,000 Lbs. subject to length formula, weight-W= 700 (L+40) where L equals the distance in feet between the first and last axles. On this piece of equipment, L = 36' - 3" or 37' for the purpose of the formula. Therefore, the gross legal weight is:

$$W = 700\ (37 + 40) = 53{,}900 \text{ Lbs.}$$

However, the posted legal limit for the Dodge Bridge is 15-tons or 30,000 Lbs. as is posted on the signs at each end of the bridge. These are shown in the attached photos, both before and after the collapse of the bridge.

Thus it is evident that, though this truck and trailer unit was within legal load limits "for the unit", it could be over loaded for this bridge and the driver should have taken the route through Medford or Central Point to the Pacific Highway and thence north on the Pacific Highway to Eugene. In fact, permits numbered SP 41323, SP 41324, and SP 41326 granted to this same company - the Central Heating Company of Eugene, December 1, 1950, for the same equipment and driver specified the route through Medford. None of the above permits were issued for this particular load. The load that crossed the Dodge Bridge was supposed to be within all statute limitations and not require a permit. However, the posted bridge load limit signs would govern in this instance and be sufficient notification to cause the truck driver to take another route. The above permits are mentioned to indicate the driver was aware the Dodge Bridge was not specified.

LOAD CAPACITY OF DODGE BRIDGE

The Dodge Bridge was originally constructed by Jackson County about 1910, according to Mr. Paul Rynning, present county engineer. It existed from that date until about 1925 when the Sams Valley route became a market road. As a bridge on a market road it came under the surveillance of the State Highway Commission although remaining under the jurisdiction of Jackson County. In 1926, no original plans of the structure being available, complete measurements of the truss were taken and certain repairs and reinforcements were added to strengthen the steel span as shown in attached drawing #3383. The strengthening was required as the designs of 1910 did not provide for the heavy truck axle concentrations or the total gross load carried by motorized traffic of that date and consequently, the heavier truck loadings of the present era. After complete analysis and due consideration, the 15-ton load limit was established by the State Highway Commission as the safe load limit this bridge should carry and at the same time, provide for all precautionary conditions. This bridge remained under jurisdiction of Jackson County until it was taken over as a Secondary road of the State Highway system in 1932. Since 1932 the Sams Valley road with this bridge has been under jurisdiction of the State Highway Commission. During this time the bridge has been inspected regularly and maintained to its posted 15-ton load limit capacity by the State Highway Commission.

The Central Heating Company truck-tractor and semi-trailer unit weighed 12-tons light weight and when the load carried is weighed will undoubtedly show the gross weight in excess of the 15-tons allowable. It is practically self-evident that a 12-ton light weight unit would not be used to carry a 3-ton pay load.

Mr. Tom Edwards, assistant engineer located at Roseburg inspected the bridge after it had collapsed and noted the bucket elevator and other equipment on the bridge deck. He has conservatively estimated the load carried by this unit would be not less than 7-tons. However this fact can be proven as soon as conditions will allow the equipment to be removed from the wreckage.

INSPECTION OF COLLAPSED TRUSS

On December 7th, on the direction of Mr. G. S. Paxson, Bridge Engineer, I made an inspection of the collapsed truss accompanied by our resident construction bridge engineer, Mr. H. H. McClure, located at Grants Pass. On December 8th I took the attached photos numbered 8 to 17 inclusive. The photos 1 to 7 inclusive were taken by Mr. Glunz of the Glunz Photo Studio in Grants Pass, as ordered by Mr. J. G. Bromley at the request of Mr. E. A. Collier, maintenance engineer.

The purpose of my inspection was to determine if possible if there were any other contributing causes to the collapse of the truss other than the overloading of the 15-ton load limit of the span by the truck-tractor semi-trailer unit which could haul a gross legal load of 27-tons on all State highway system routes except those with posted bridge load limits.

The upstream truss bottom chord members were exposed above water and all of the top chord joints except U6 at center of truss. The vertical posts and diagonal members of this truss were exposed above water. It was claimed that this truss failed first. All of the downstream truss as well as the U6 joint of the upstream truss was under water and could not be examined at this time. The photos taken show the upstream truss. It was found that all bottom chord members of the upstream truss were intact and also the floor-beam connections to these members at the lower chord panel joints. The top chord was torn apart at U3 east end as shown in photo #10 and also was pulled in two at U4 as shown in same photo. What happened at U6 is unknown as it is under water. U1 at west end was pulled apart when the bridge collapsed while the truck load was at this point as shown in photo #14. All of the other top chord joints of this truss intact as shown in photos numbered 9-11 and 16.

Further examination of the truss and position of the bucket conveyor on the bridge deck indicated that it was quite possible that the bucket conveyor load may have become displaced while travelling and in crossing the truss, snagged diagonal member M5-L4 or L4-M3 as this bucket conveyor's position on the deck is at the L4 joint. This is 73'-4" from end of bridge where truck was when bridge collapsed. The front wheels of the truck were at the west pier and the overall length of truck and trailer unit is 36'-3". This leaves a distance of 37'-1" between the end of the trailer and the easterly end of the bucket conveyor. The bucket conveyor is

21'-6" long, leaving a distance of 15'-7" between the end of the trailer and the nearest end of the bucket conveyor where it is located on the bridge deck. Furthermore, the deck shows skid-marks of the conveyor sidewise as shown in photo #13, but there are no skid marks lengthwise on the deck. The diagonal members on both sides of the L4 joint are severely bent and twisted but it is impossible to determine if the bends and twists in these members are due entirely to truss failure or initially bent due to being snagged by the load on the trailer as it crossed the bridge.

It is known that the bridge has stood up under a much heavier load as per citations attached, subtitled "Exhibit E" and Exhibit "F". Exhibit "E" is for a 65,900 Lb. (33-ton) gross load weight of logs on truck license T-09-801 owned and operated by William Gilbert Holmes cited to Medford Justice Court on July 22, 1950-#62617 and Exhibit "F" for a 40,100 Lb. (20-ton) gross load weight of logs on truck license T-18-473 owned and operated by Milton Asher McKiddie cited to Medford Justice Court on July 21, 1950-#62619. These citations indicate that the Central Heating Company truck involved in the Dodge Bridge collapse could more likely have caused the bridge to collapse due to damaging the truss members while crossing the bridge as due to gross load of the unit.

CONCLUSIONS:

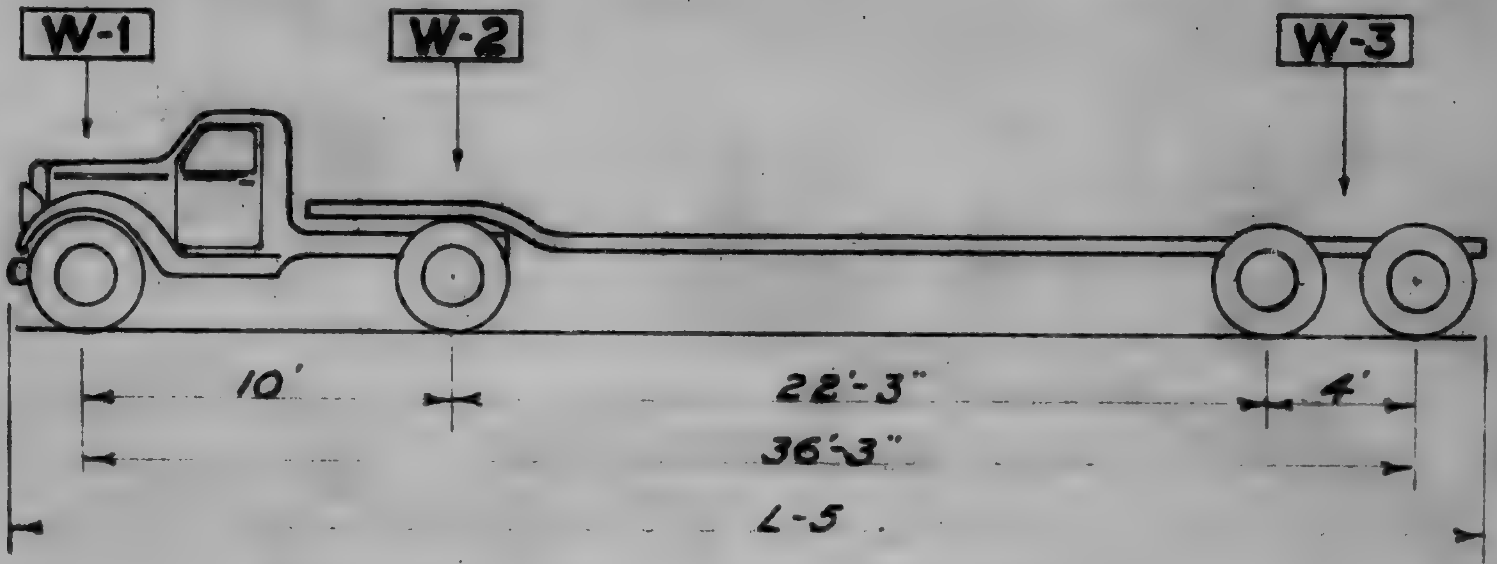
This investigation has revealed:

1. That the bridge was posted for a 15-ton load limit.
2. That an inspection of the collapsed span indicated that before the collapse all members of the truss were intact. This conclusion is corroborated by the photos taken of the truss in its collapsed condition in conjunction with the inspection.
3. That the gross load of the truck and trailer unit under which the bridge collapsed was undoubtedly more than the 15-ton posted load limit. (This can be verified when the equipment still on the bridge is weighed.)
4. That in addition to item "2" the load on the unit could possibly have snagged some of the bridge truss members thus causing the span to collapse.
5. That loads in excess of the unit involved have crossed the bridge as early as July 1950.
6. That a contributing cause to this accident was the lack of prosecution on the part of the Medford Justice Court of citations of previous offenders by the State highway weighmasters and State traffic officers.

REPORT OF DODGE BRIDGE COLLAPSE
December 2, 1950

Diagramatic sketch of Truck Trailer hauling unit under which the bridge failed.

TRUCK TYPE No. 4

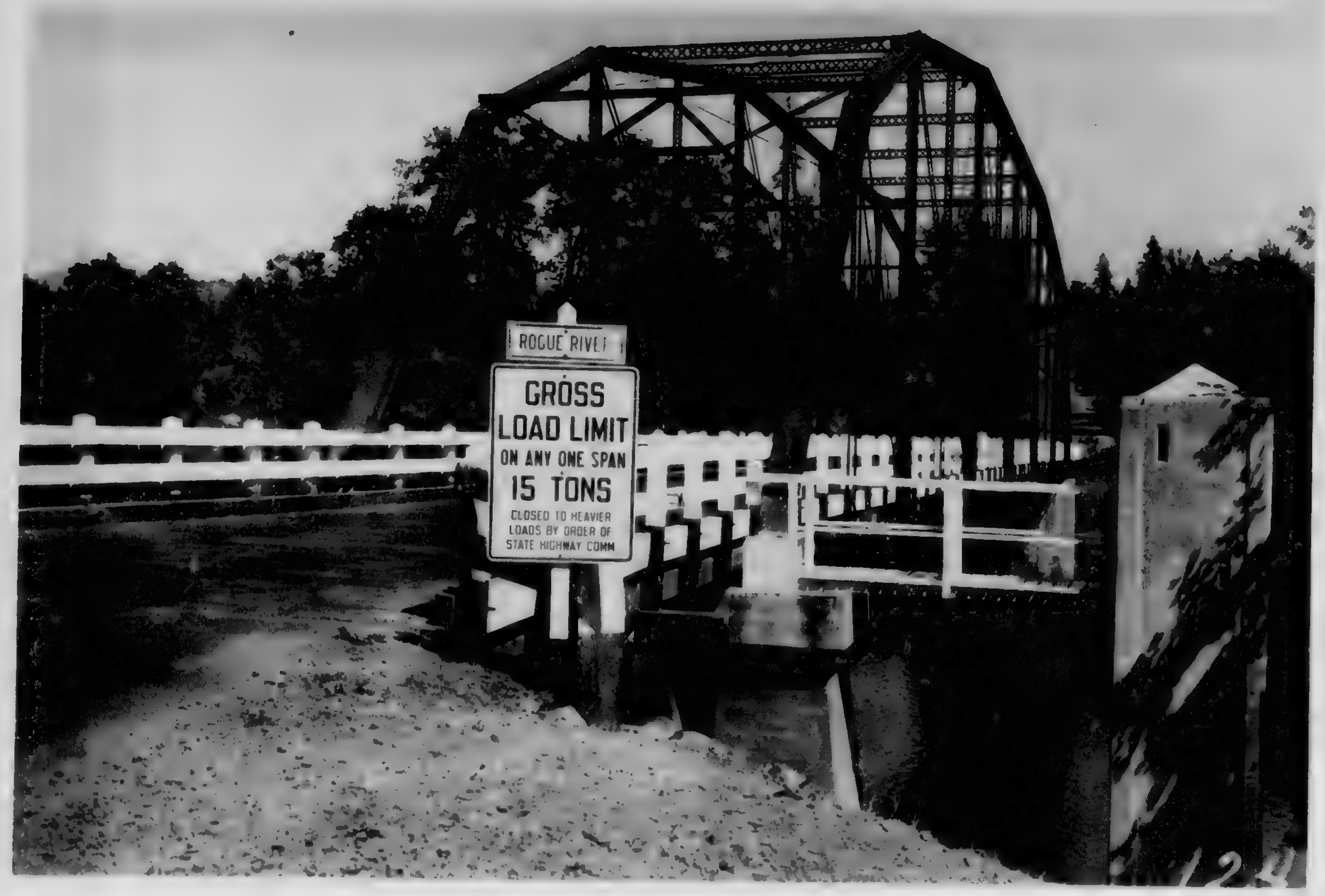


ACTUAL LIGHT WGT. & ESTIMATED LOAD WGT. OF INVOLVED UNIT

	W-1		W-2	W-3	Total
Light Wgt.	7000	Truck	4040		11040 Lbs.
Light Wgt.	0	Trailer	4000	8790	12790 Lbs.
					23830 Lbs.
Load	0		4000	10000	14000
Total	7000		12040	18790	37830
					18.9 Tons

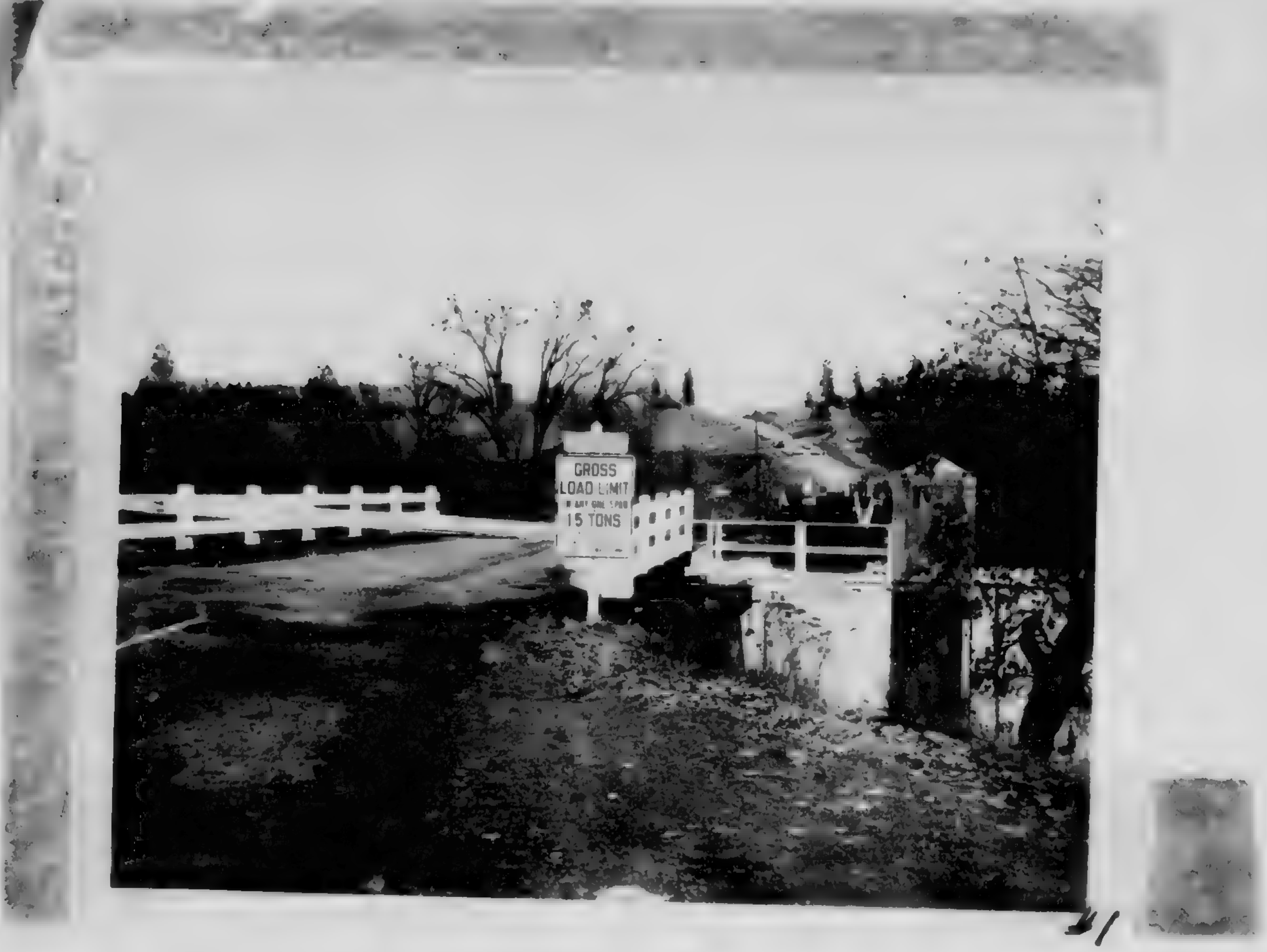
[illegible]

[illegible]


ROGUE RIVE
GROSS
LOAD LIMIT
ON ANY ONE SPAN
15 TONS
CLOSED TO HEAVIER
LOADS BY ORDER OF
STATE HIGHWAY COMM
124

[illegible]

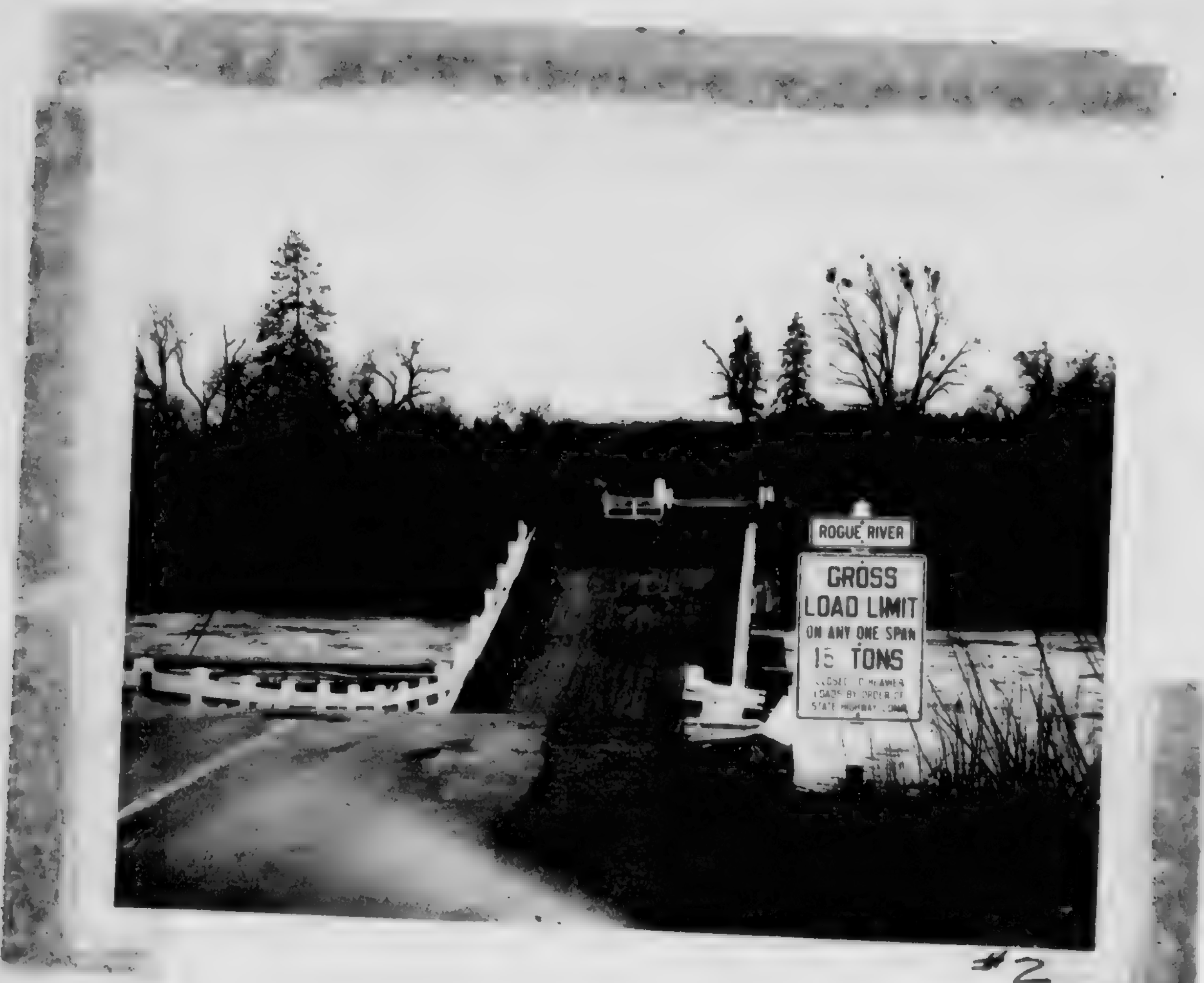
EPORT OF DODGE BRIDGE COLLAPSE
December 2, 1950


GROSS
LOAD LIMIT
15 TONS

#1

PHOTO #1

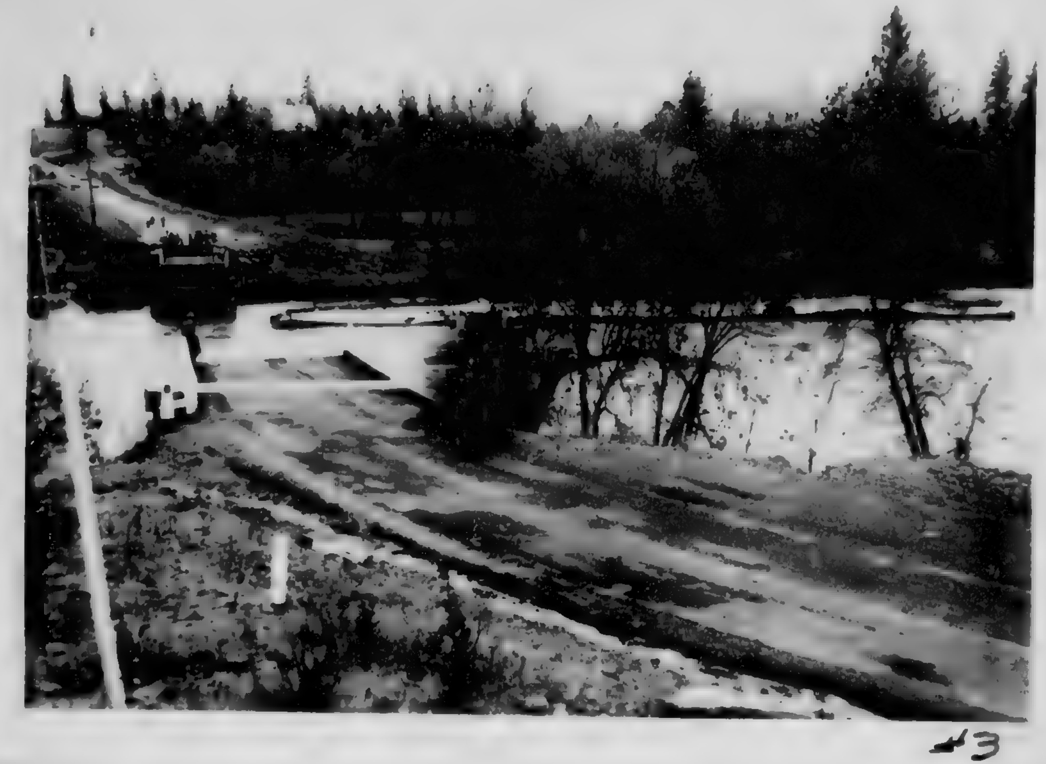
Looking East showing 15-ton load-limit sign at West end. Taken December 4, 1950 by Glunz Photo Studio - Grants Pass, Oregon.


ROGUE RIVER
GROSS
LOAD LIMIT
ON ANY ONE SPAN
15 TONS

#2

PHOTO #2

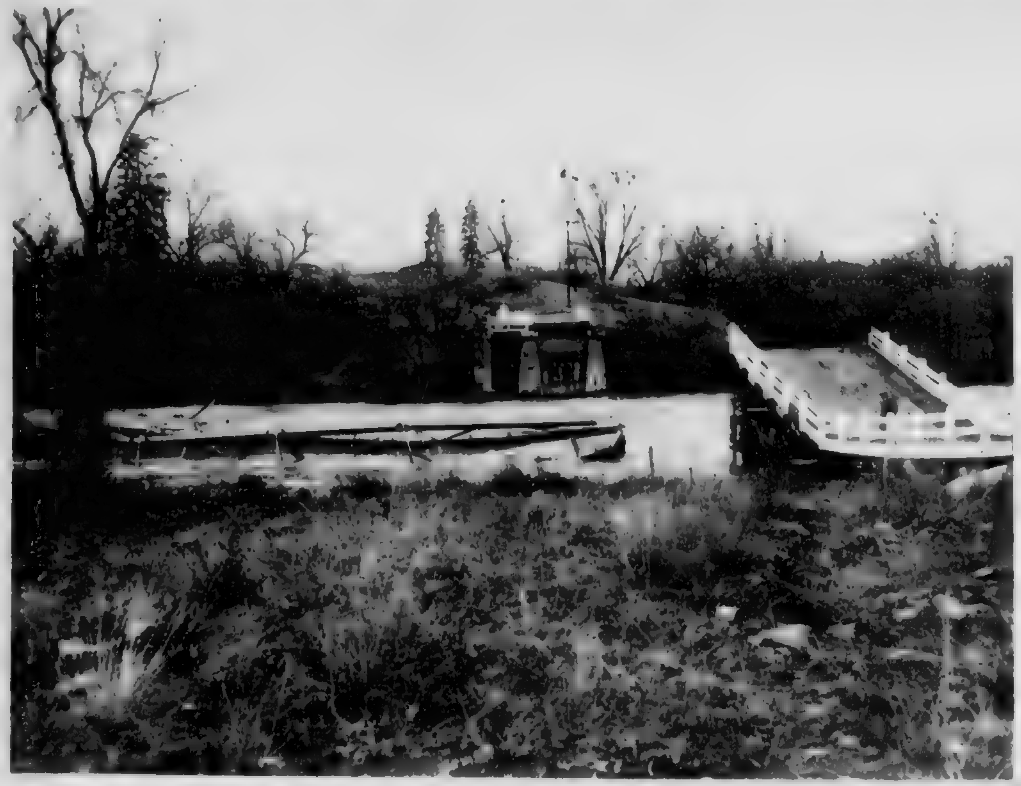
Looking West showing 15-ton load-limit sign posted at East end (This is side truck entered bridge). Taken December 4, 1950 by Glunz Photo Studio - Grants Pass, Oregon



#3

PHOTO #3

Looking East - showing collapsed steel truss lodged along shore downstream from East pier. Taken December 4, 1950.

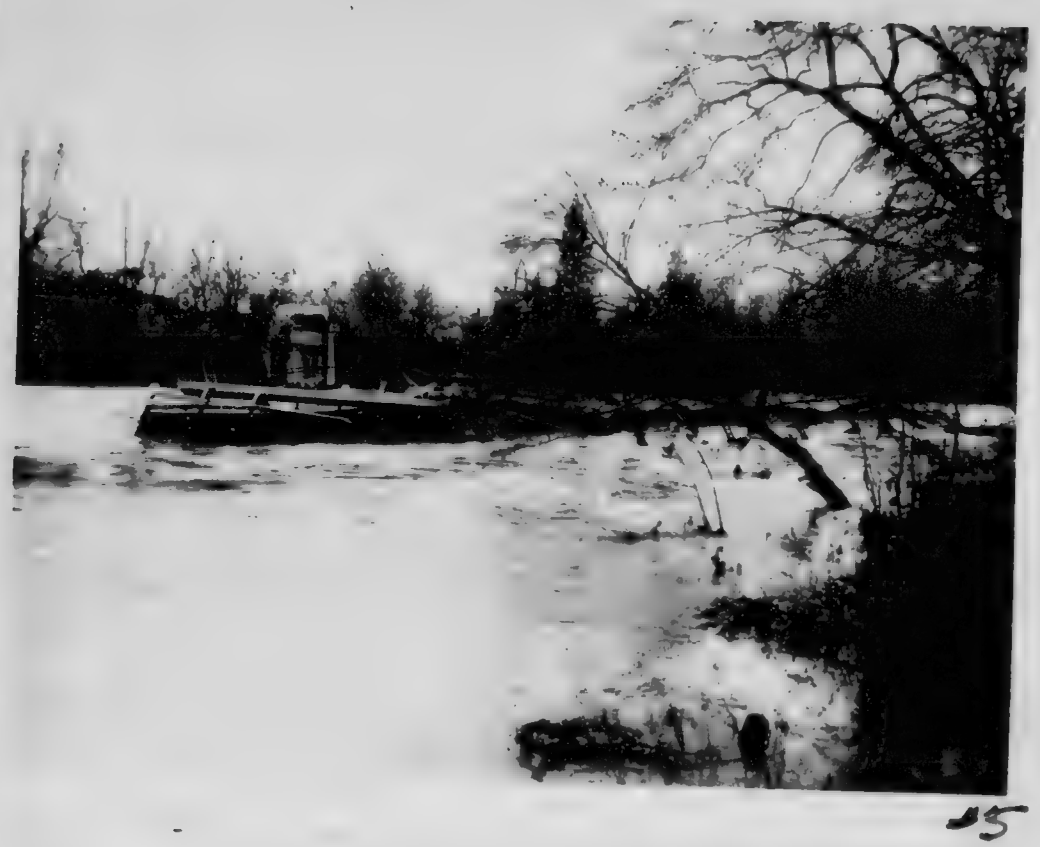


#4

PHOTO #4

Taken from East bank showing collapsed truss along shore and East approach span overhanging East pier after bridge collapsed. Taken December 4, 1950.

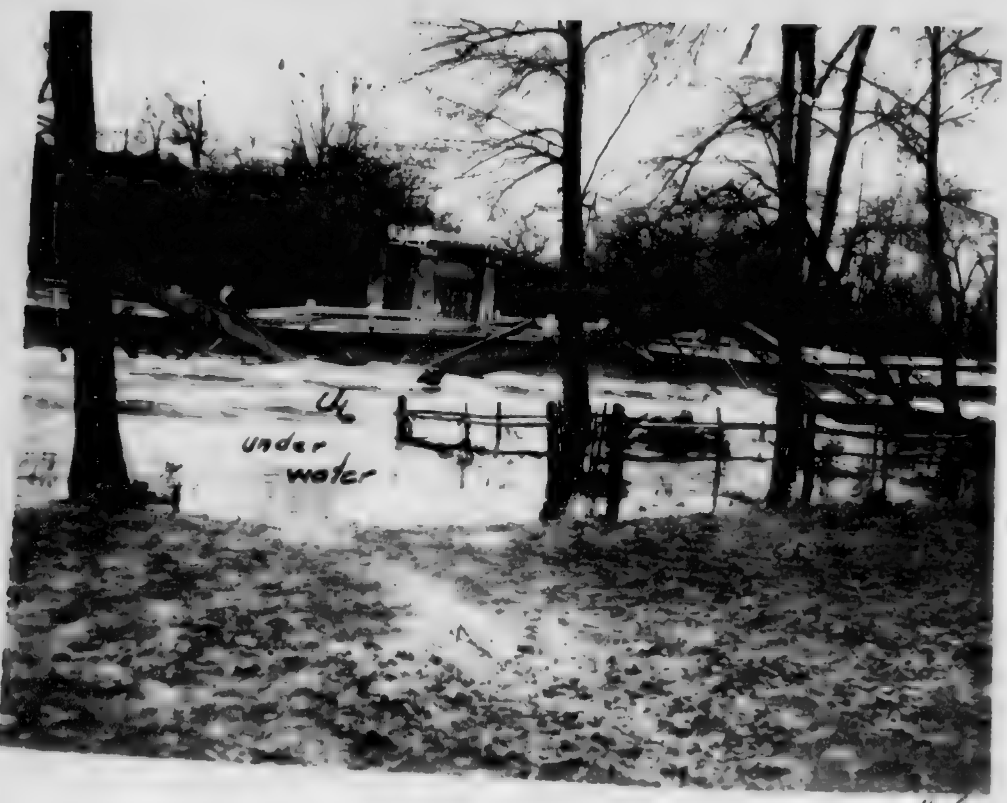
[illegible]T OF [illegible] BRIDGE COLLAPSE
December [illegible], 1950



#5

PHOTO #5

Looking upsteam from East bank showing twisted 220Ft. steel as it lodged along East bank. U2-U4 member of West end of upstream truss held up by top cross struts. Taken December 4, 1950.



#6

PHOTO #6

Taken from East bank - showing U6 joint of upstream truss buried under water. December 4, 1950.

REPORT OF DODGE BRIDGE COLLAPSE
December 2, 1950

PHOTO #7

#7

Taken of 1941 International truck involved in collapse of Dodge Bridge December 2, 1950. Truck owned by Central Heating Company - Eugene, Oregon. License T14-963 PUC3-28618 lightweight-11940 Lbs. This truck was towing a Gunderson "low-boy" semi-trailer, license T61-910 PUC3-5110. Driver Mr. Elvin LeRoy Eaton, 4147 Dilliard Road, Eugene, Oregon.

REPORT OF DODGE BRIDGE COLLAPSE
December 2, 1950

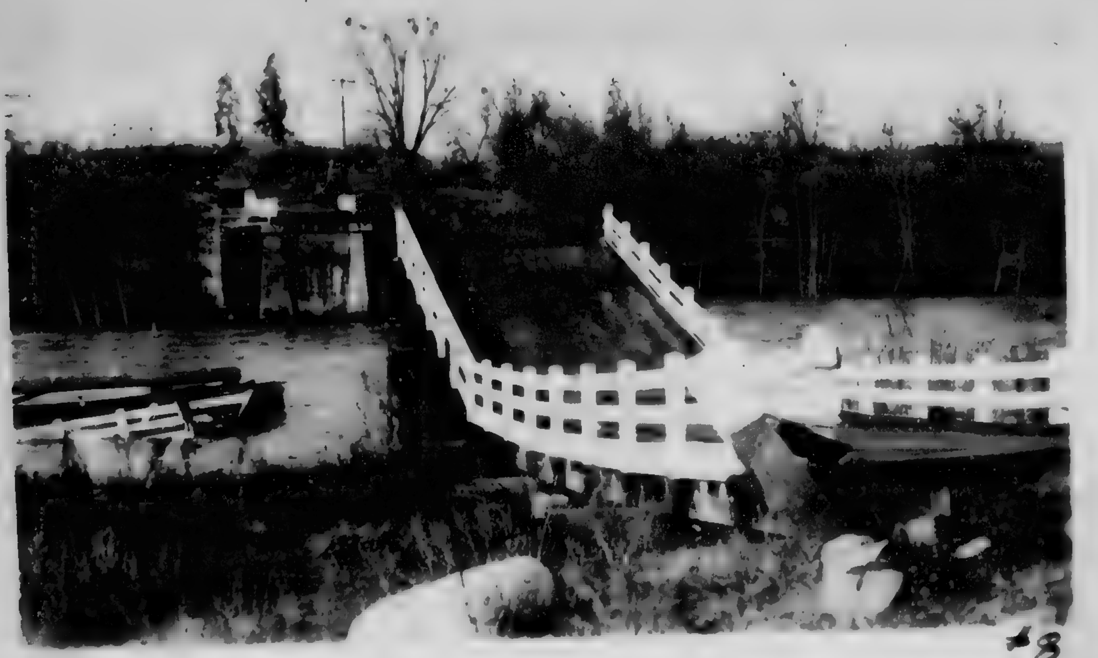


PHOTO #8

Looking west from the east end from trestle approach showing collapse of the east approach spans which were dragged westward when the steel span collapsed.

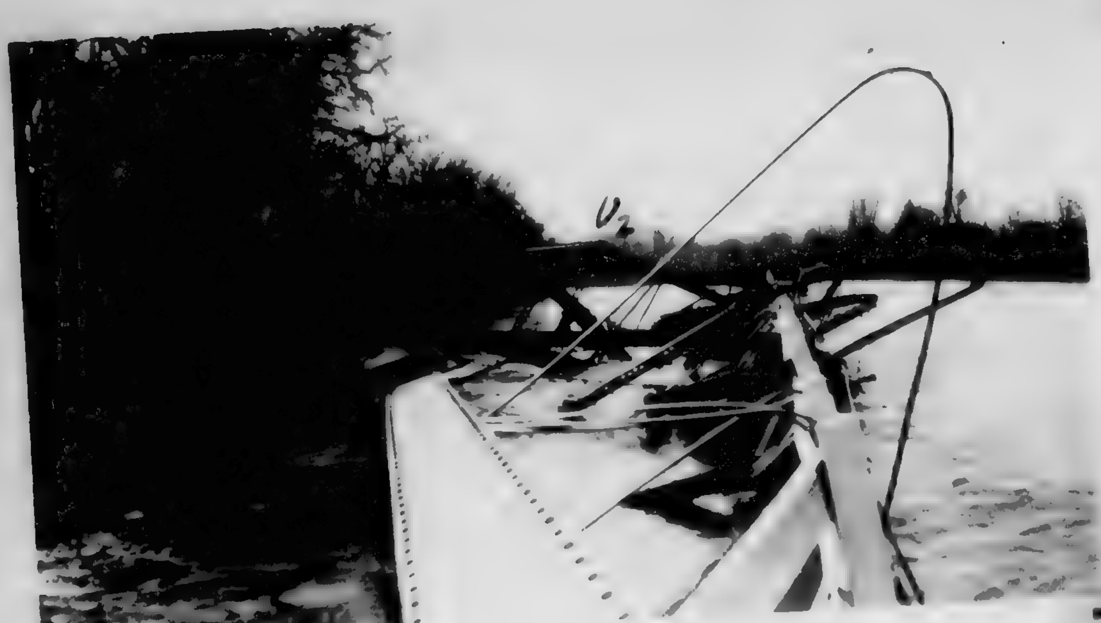
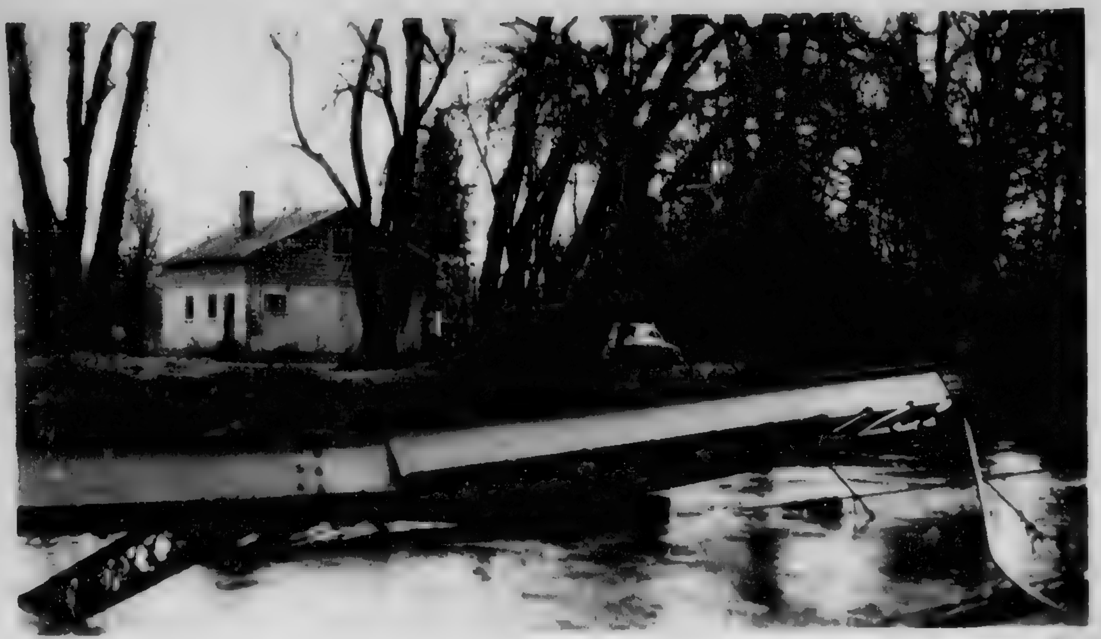


PHOTO #9

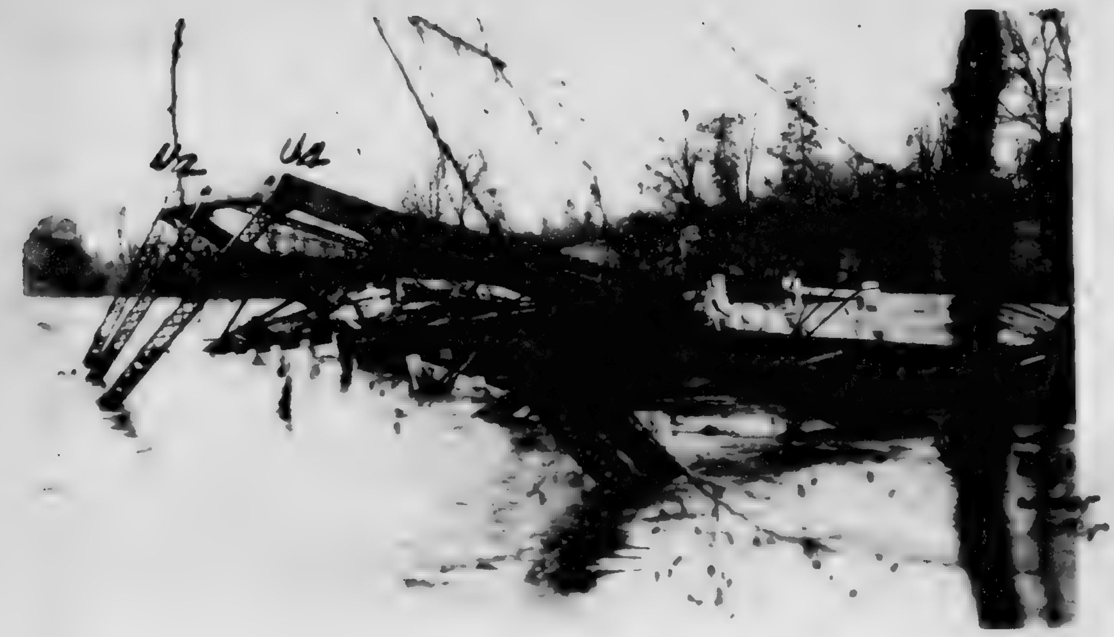
Looking downstream along the hand rail of the upstream truss after current had lodged the truss along the east bank. U6 underwater as shown in photo #6. The joints marked U2 and U4 are the westerly end of the upstream truss.



#10

PHOTO #10

Showing break in top chord at U3 joint upstream truss, east end.



#11

PHOTO #11

Near view of the U4 joint showing bucket conveyor lying on bridge deck near the L4 joint looking downstream as in photo #9.

[illegible]
December 2, [illegible]

#12

PHOTO #12

Close-up view of end of bucket conveyor located at the L4 panel point.

#13

PHOTO #13

Looking at opposite end of bucket conveyor shown in photo #12. Note scratch mark on bridge deck where conveyor moved sideways.

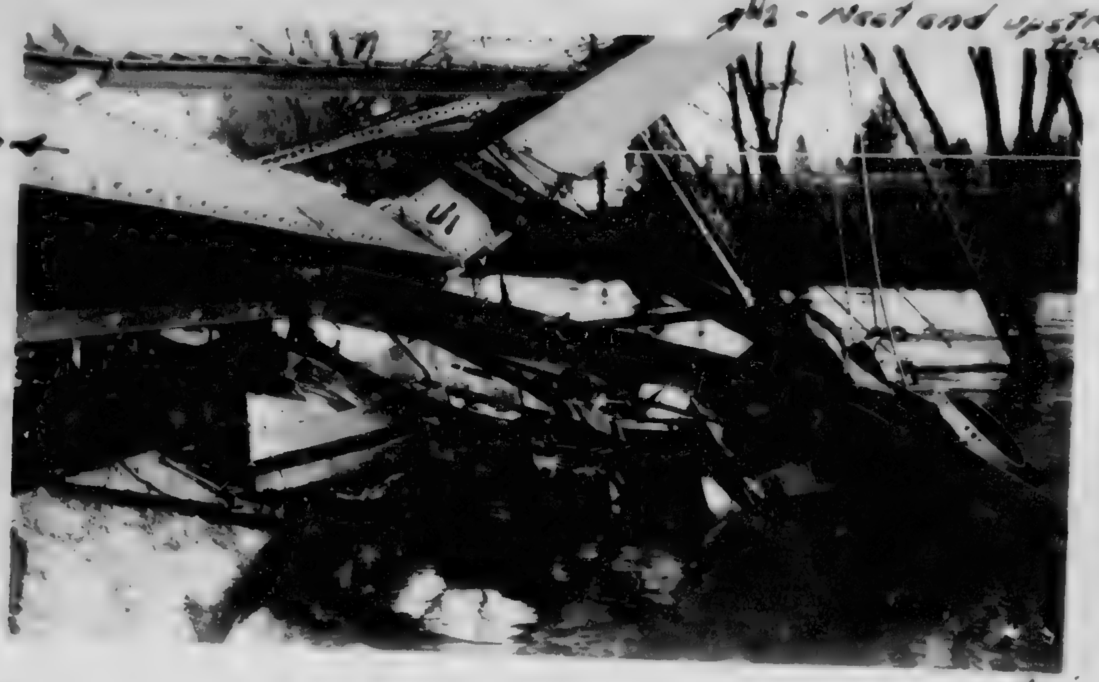

#14 - West end upstr
truss
Lo
U1
#14

PHOTO #14

Close-up of machinery on deck in addition to bucket conveyor which is located at the **L1 Panel** Point below the U1 joint. **Shown** in photo buckle and west end portal bracing of upsteam truss.

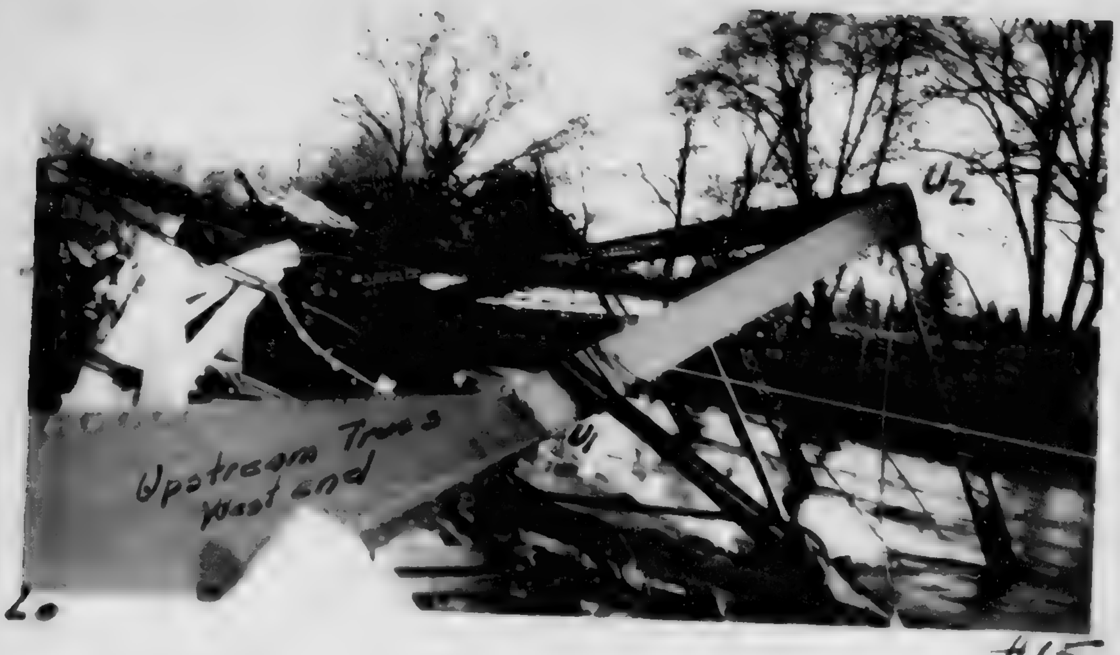

U2
U1
Upstream Truss
West end
Lo
#15

PHOTO #15

Taken from **Lo** of west end of upsteam truss. This is where truck and trailer unit were located at time of final collapse of span.

REPORT OF DODGE BRIDGE COLLAPSE
December 2, 1950

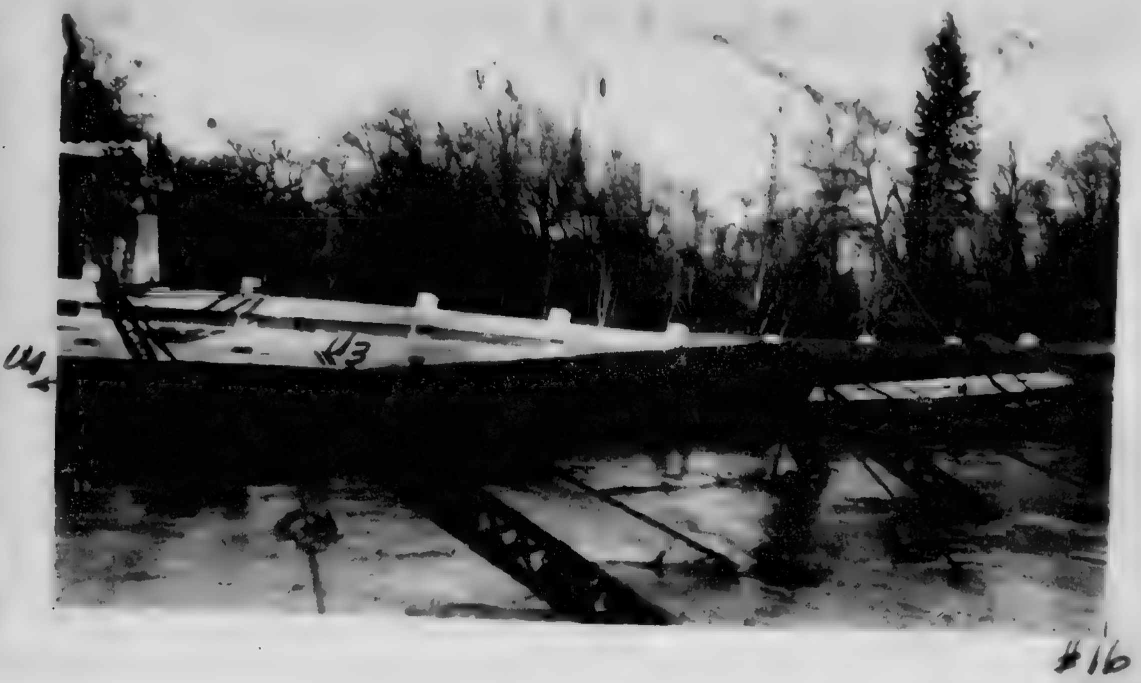


PHOTO #16

Looking upstream across stream showing top chord of upstream truss.
West pier shown in background on left.

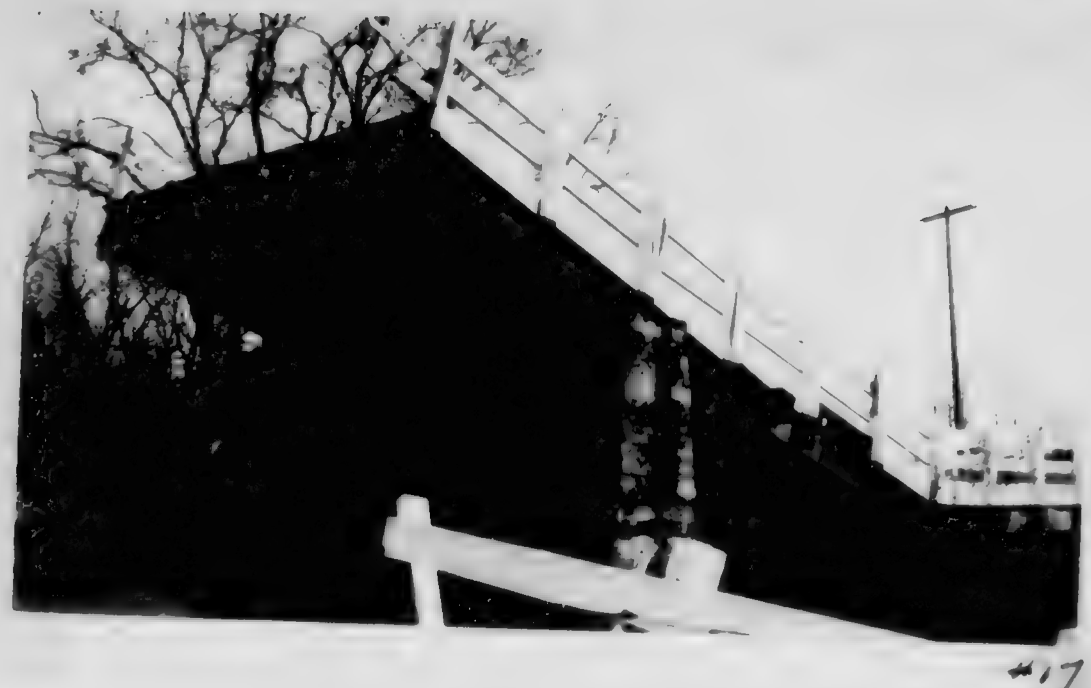


PHOTO #17

View of west pier from deck of collapsed truss. When bridge collapsed timber approach was pulled out over east pier.

REPORT OF DODGE BRIDGE COLLAPSE
Exhibit "A"

Statement of Truck Driver

Elvin Eaton's statement on December 5, 1950 of Dodge Bridge collapse located on Sam's Valley Highway #234 at Milepost 15.79, from Gold Hill, Oregon.

"I crossed the bridge at 6:30 P.M. December 2, 1950. My load was approximately 14 ton combined. My load consisted of miscellaneous parts of paving plant, which was a legal load.

"As I started to cross the bridge it began to sink, it started to pull my truck down. As I got over the north pier the span broke, pulling the trailer off the truck. The front wheels hung upon the pier, then the truck slid back in the river and broke in two. I did not hit the bridge on either side, I was in the middle of the bridge. When I came to I was walking down the road on the north side of the bridge. I do not know how I got out of the truck."

Signed Elvin L. Eaton, Driver

Operators License #30237

4147 Dillard Road
Eugene, Oregon

"B"

REPORT OF DODGE BRIDGE COLLAPSE
December 8, 1950

Copy

VEHICLE ACCIDENT REPORT
Oregon State Police

Fatal xx Non-fatal

Date: Dec. 3, 1950

County: Jackson

Location: Hwy. 234 Dodge Bridge

Date: Dec. 2, 1950 Time: 7:30 P.M.

Vehicle No. 1--

Truck PUC 3-28618
Make: 1941 International Type: Tractor License: T14-963 Direction of Travel: West
Stated Speed: Unknown
Page
Semi-Trailer T61-910 PUC 3-5110

Name and Address of Operator: ELVIN LEROY EATON of 4147 Dillard road, Eugene, Oregon
Operators License: 30237

Name and Address of Owner: Central Heating Co., Eugene, Oregon

NARRATIVE

At 7:00 P.M., the writer received a radio call of the Dodge Bridge on Hwy. 234, being out. At 7:30 P.M., the writer arrived at the scene and found that the middle span of the bridge had broken loose and was resting in the river. The westward span was still standing, likewise with the east span. The writer observed a truck with the front end sticking straight up, resting with the rear of the truck in the water, this was on the east side of the river. The trailer was observed to still be on the middle span of the bridge resting in the water. The driver of the vehicle stated to the writer that he had about 12 ton of Road machinery on the vehicle. He further stated that he had loaded a machine which is used for the laying of asphalt, when building a road, he also stated that he had a large pipe on the truck. The writer observed a large square pipe on the bridge, approximately 20' long, by 3'x4", which appear to be part of a rock crusher, or gravel machine, if true this pipe would be made of a high grade manganese steel. Also observed by officer Lowery was a large wheel, which appeared to be a part of a ditch digger. Any other machinery which the vehicle may have been carrying is unknown do to the fact that it would be on the bottom of the river.
The highway department was contacted and they installed road closure signs.

EATON stated -- I approached the bridge and in going across, I felt my trailer pulling back I was across the bridge on the east span, I felt the bridge go and the trailer pulled me back into the river.

Douglas E. Decker (Sgd.)
Officer
Douglas E. Decker, Pvt.

cc Hwy - att. Mr. Bond.

REPORT OF DODGE BRIDGE COLLAPSE
December 8, 1950

OREGON STATE HIGHWAY DEPARTMENT

WEIGHT REPORT—LOGS OR PILING

Serial No. 0565

Recorded Time: OFF ☐ ON ☐

EXHIBIT "E"

6:00 P. M. D.S.T.

Scale Crossed Dodge Bridge Weighed Hwy. 271 M. P. 13 — 15 (Co.) 50 (No.)

District 13

Weighing Time 05.0 (Minutes)

Date 07 (Mo.) 14 (Day) 50 (Yr.)

Operator's Name Same (Show only when in violation)

Operator's or Chauffeur's Lic. No. 16111

Owner's Name 4009 Holmes, William Gilbert (Write surname first)

Address 8th & Laurel, Central Point

Truck License No. T 1. (Pref.) 09-801 (Number) 0 (Yr.)

Truck P. U. C. Plate No. 4 (Cl.) 06031

Trailer License No. T 9802

Trailer P. U. C. Plate No. 4-6032

Type of Vehicle:
Truck White . . . 1 ☐
Truck and Pole Trailer 2 ☒
Truck and Semitrailer 3 ☐
Other: ☐

Axle Arrangement:
1 ☐ 2-0
2 ☐ 2-1
3 ☒ 2-2
4 ☐ 2-3
5 ☐ 3-0
6 ☐ 3-1
7 ☐ 3-2
8 ☐ 3-3

Commodity Carried:
Logs . 3 . . . 1 ☒
Piling . . . . . 2 ☐
Lumber . . . . 3 ☐
Other: ☐

Number of Binder Chains:
1 ☐
2 ☒
3 ☐
4 ☐
5 ☐

26
5'9"
170
Br.
Br.
Am.
Kan.

Axle		Actual Weight		Permissible Weight	Overload	
TRUCK	Front	057	50	13200		
	Rear	210	50	19000	020	50
	Total	268	00	Do Not Total 30000	000	00
TRAILER		391	50	30000	091	50
COMBINED GROSS		659	50	Do Not Total 30000	359	50

		TIRES No.	TIRES Total Width	Check if Over Permissible Tire Weight
Truck	Front Axle	2	20	☐
	Rear 1st	4	40	☐
	Rear 2nd			☐
	Total			
Trailer	1st Axle	4	40	☐
	2nd Axle	4	40	☐
	Total			

Violation Cited—Type 7

Formula Applicable: Restricted Bridge Wt. W. B.: (Truck) 40' 3" (Combination) 9

	P. U. C. Combined Weight Rating	Registered Light Weight
Truck	Not in truck	
Trailer		

DISPOSITION:
Cited to: Medford Justice Court 4
on 7-22-50 (Date) for 35,950 # Comb. (Amount and type violation) Overload
Citation No. 62617

VIOLATIONS OTHER THAN OVERWEIGHT:
Overwidth 0
Overheight 0
Overlength 0
P. U. C. Regulations 0

Hauled logs over closed section of Hwy. 271 and over Dodge Bridge. (15 ton span limit)

(signed) G. N. Calkins
Weighmaster
C. R. K.

STATE PRINTING DEPT

REPORT OF DODGE BRIDGE COLLAPSE
December 8, 1950

OREGON STATE HIGHWAY DEPARTMENT

Serial No. 0567

WEIGHT REPORT—LOGS OR PILING

EXHIBIT "F"

Recorded Time: OFF ☐ ON ☐

9:05 P. M. D.S.T.

Scale Crossed Dodge Bridge ~~Weighed Hwy. 271 M. P. 15~~ 15 (Co.) 50 (No.) District 13 Weighing Time 05.0 (Minutes) Date 07 (Mo.) 14 (Day) 50 (Yr.)

Operator's Name Same (Show only when in violation)

Operator's or Chauffeur's Lic. No. Not on Person

Owner's Name 5847 McKiddie, Milton Asher (Write surname first)

Address Shady Oaks Trailer Court
Central Point

Truck License No. T1. (Pref.) 18-473 (Number) 50 (Yr.)

Truck P. U. C. Plate No. 4 (Cl.) 04269

Trailer License No. None

Trailer P. U. C. Plate No. None

31
5'11"
180
Br.
Blue
Am.
N. Dak.

Type of Vehicle:
- Truck . Int. . . . 1 ☒
- Truck and Pole Trailer 2 ☐
- Truck and Semitrailer 3 ☐
- Other: ☐

Axle Arrangement:
- 1 ☐ 2-0
- 2 ☐ 2-1
- 3 ☐ 2-2
- 4 ☐ 2-3
- 5 ☒ 3-0
- 6 ☐ 3-1
- 7 ☐ 3-2
- 8 ☐ 3-3

Commodity Carried:
- Logs . 10 . . . 1 ☒
- Piling . . . . . 2 ☐
- Lumber . . . . 3 ☐
- Other: ☐

Number of Binder Chains:
- 1 ☐
- 2 ☐
- 3 ☒
- 4 ☐
- 5 ☐

	Axle	Actual Weight		Permissible Weight	Overload	
TRUCK	Front	069	00	11880		
	Rear	332	00	30000	032	00
	Total	401	00	Do Not Total 30000	101	00
TRAILER		000	00		000	00
COMBINED GROSS		401	00	Do Not Total 30000	101	00

		TIRES No.	TIRES Total Width	Check if Over Permissible Tire Weight
Truck	Front Axle	2	18	☐
	Rear 1st	4	36	☐
	Rear 2nd	4	36	☐
	Total			
Trailer	1st Axle			☐
	2nd Axle			☐
	Total			

Violation Cited—Type 7

Formula Applicable: Restricted Bridge Wt. W. B.: (Truck) 20' 1" (Combination) 9

	P. U. C. Combined Weight Rating	Registered Light Weight
Truck	Not in	Truck
Trailer		

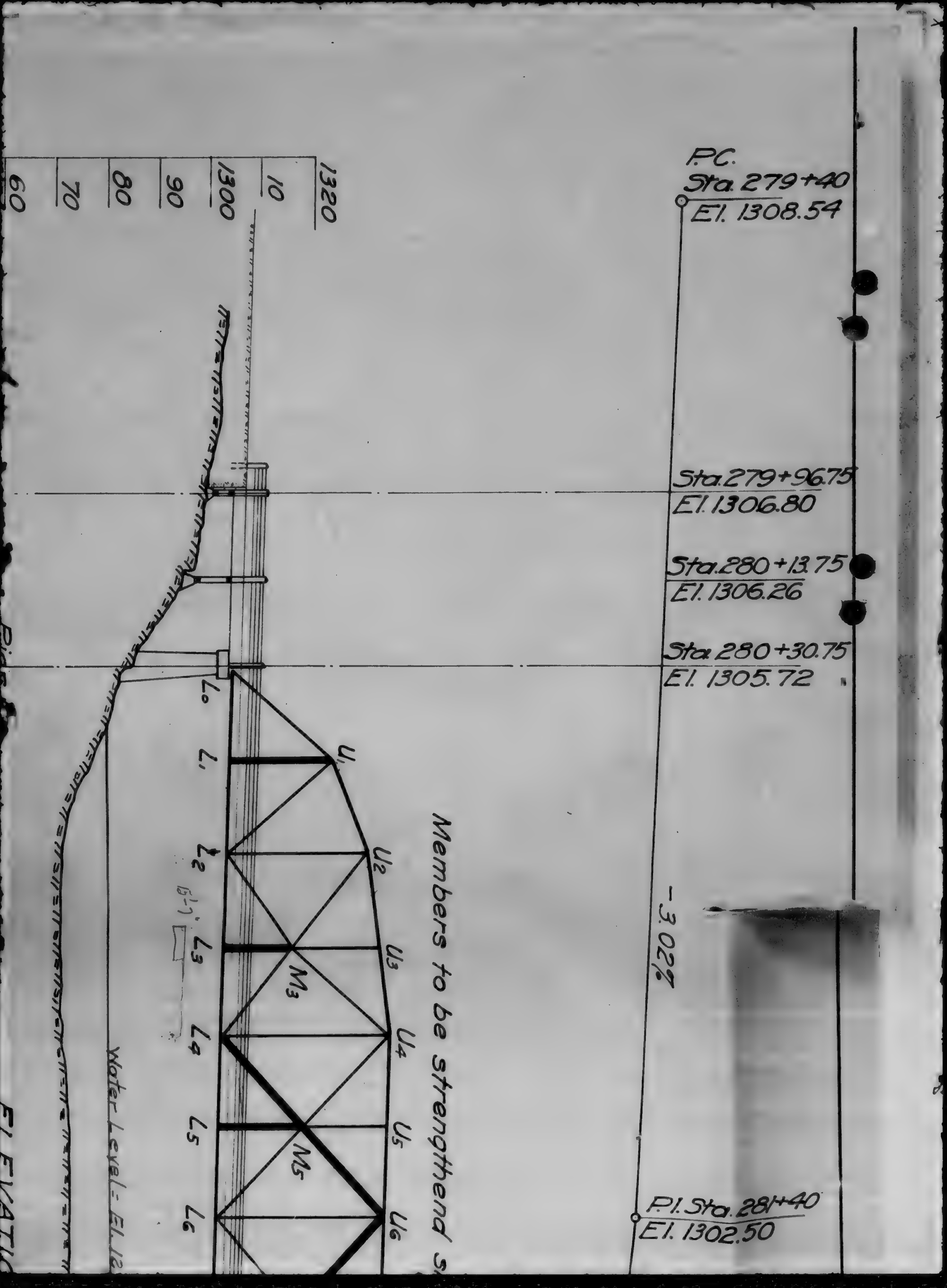
DISPOSITION:
Cited to: Medford Justice Court 4
on 7-21-50 (Date) for 10,100# Comb. (Amount and type violation) Overload
Citation No. 62619

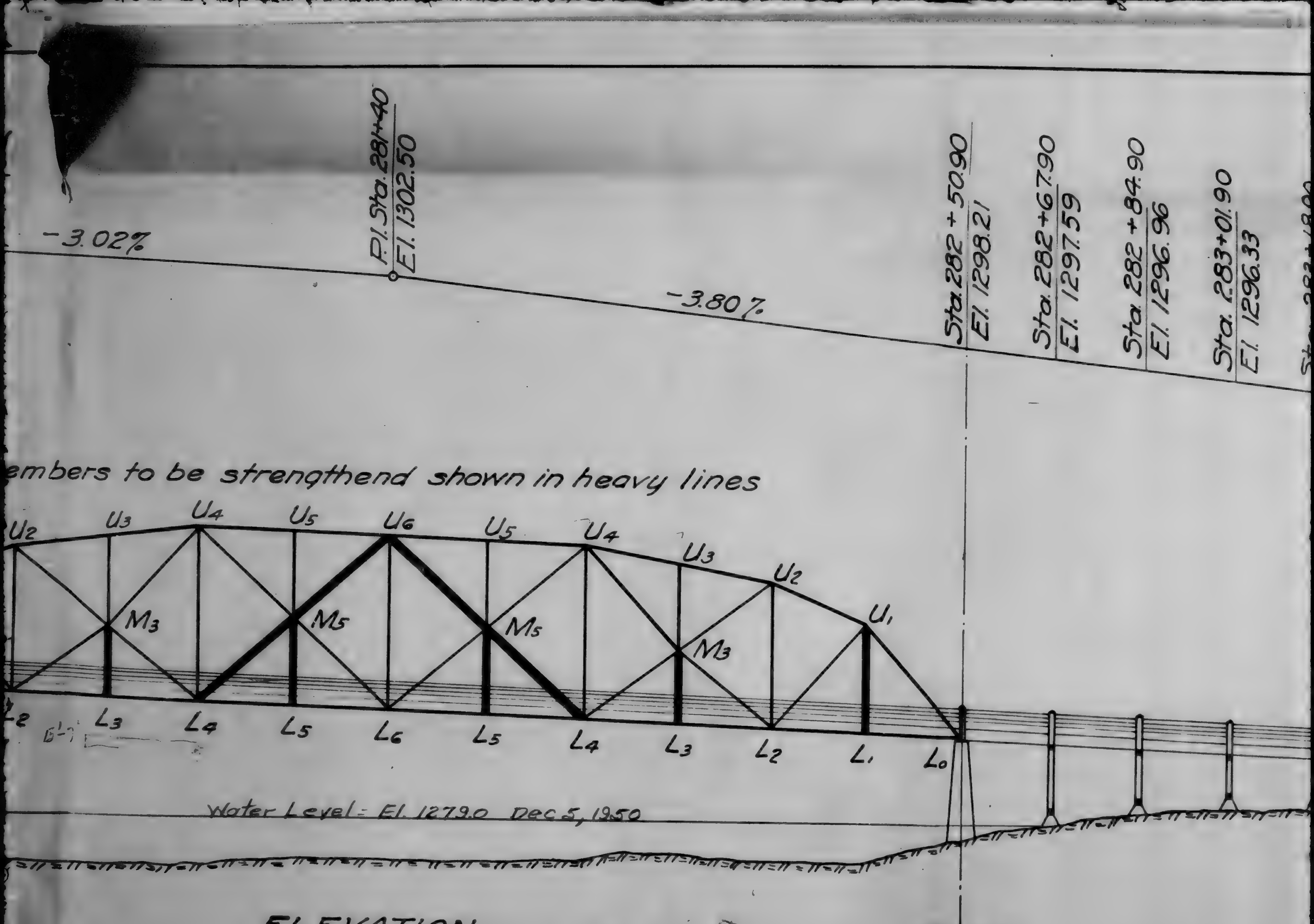
VIOLATIONS OTHER THAN OVERWEIGHT:
Overwidth 0
Overheight 0
Overlength 0
P. U. C. Regulations 0

Hauled logs over closed section of Hwy. 271 and over Dodge Bridge. (15 ton span limit)

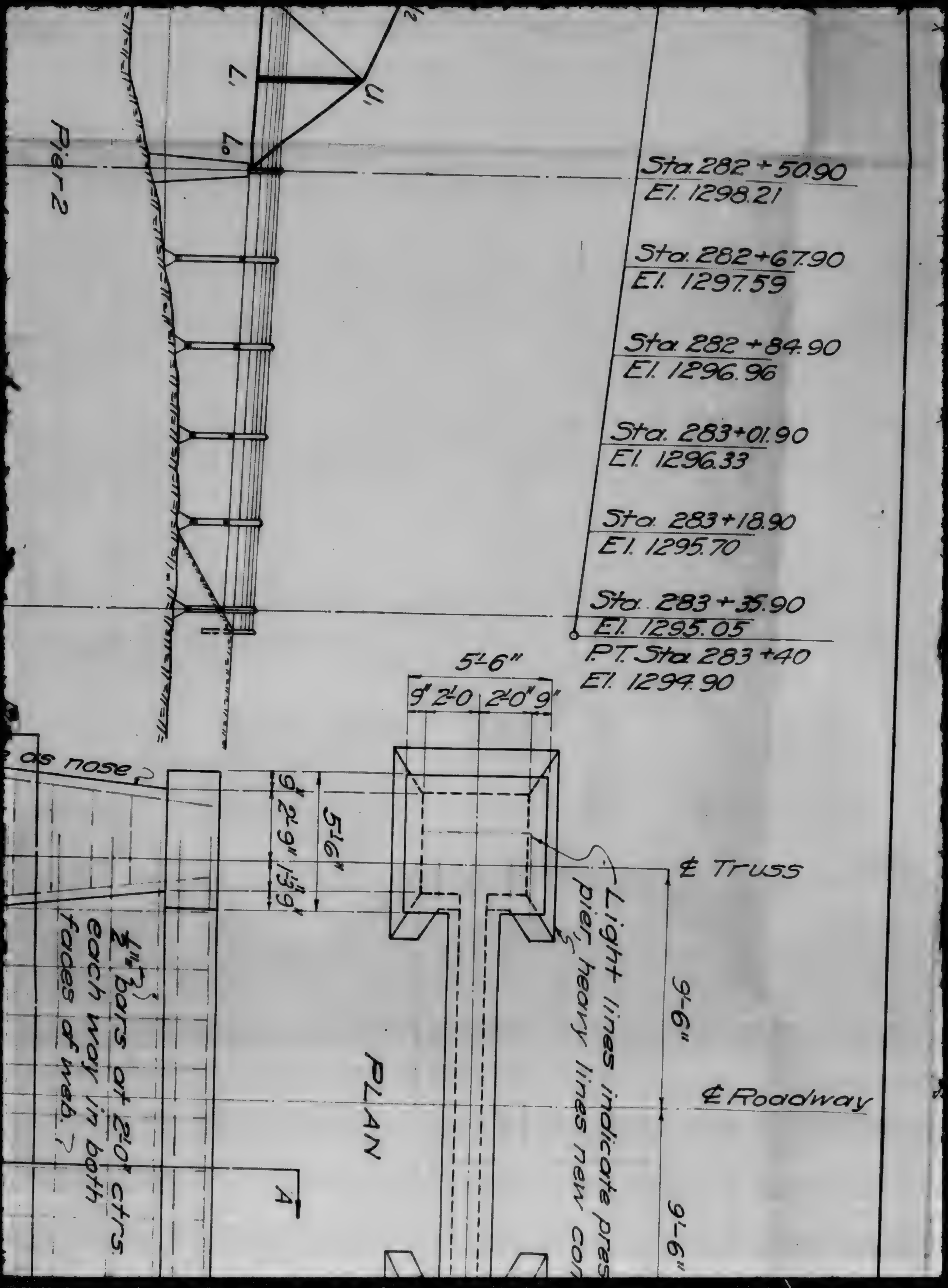
(signed) G. N. Calkins Weighmaster
C. R. K.

STATE PRINTING DEPT

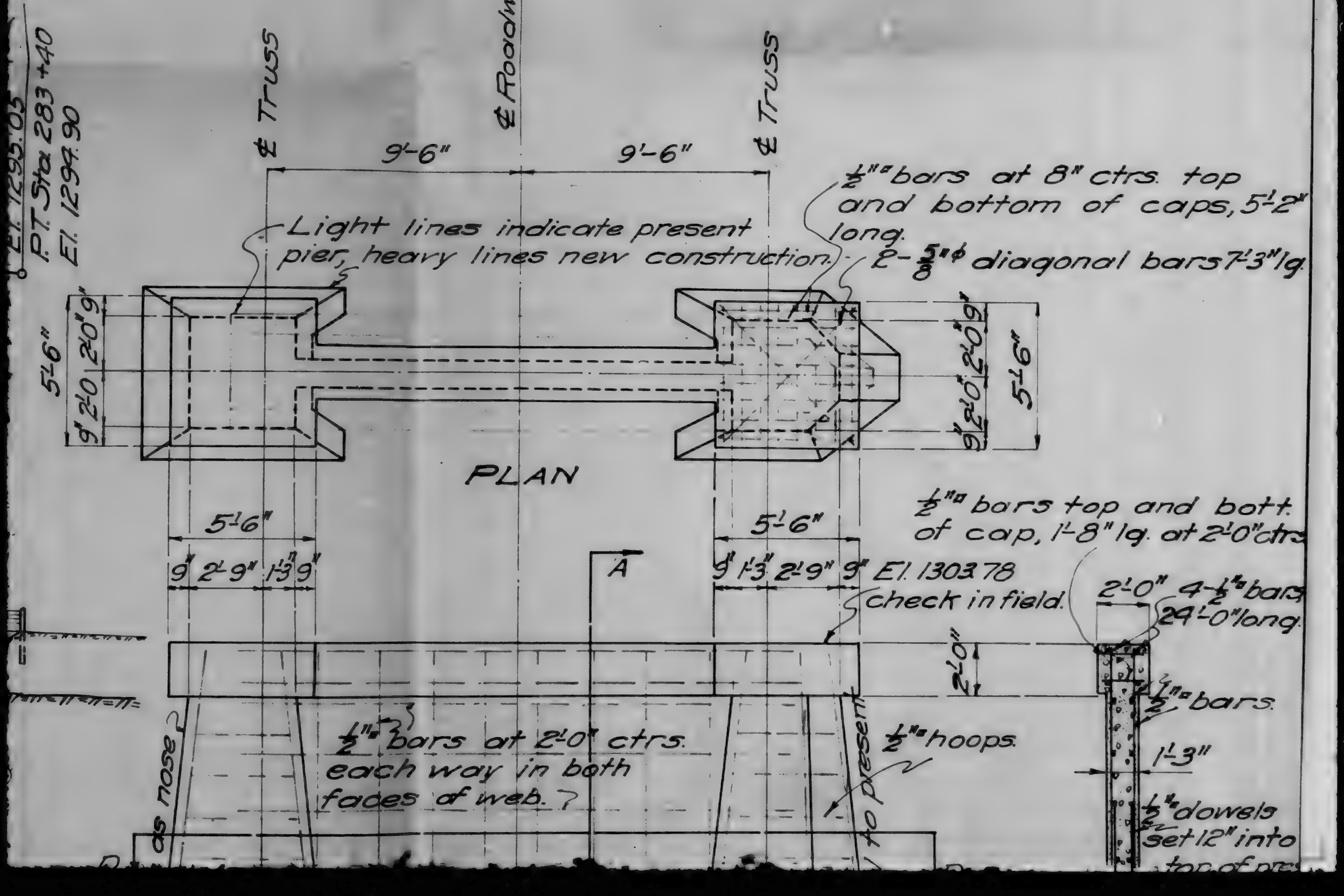

60
70
80
90
1300
10
1320
P.C.
Sta. 279+40
El. 1308.54
Sta. 279+96.75
El. 1306.80
Sta. 280+13.75
El. 1306.26
Sta. 280+30.75
El. 1305.72
-3.02%
P.I. Sta. 281+40
El. 1302.50
L_0
L_1
L_2
L_3
L_4
L_5
L_6
U_1
U_2
U_3
U_4
U_5
U_6
M_3
M_5
Members to be strengthend s
Water Level: El. 12
ELEVATI

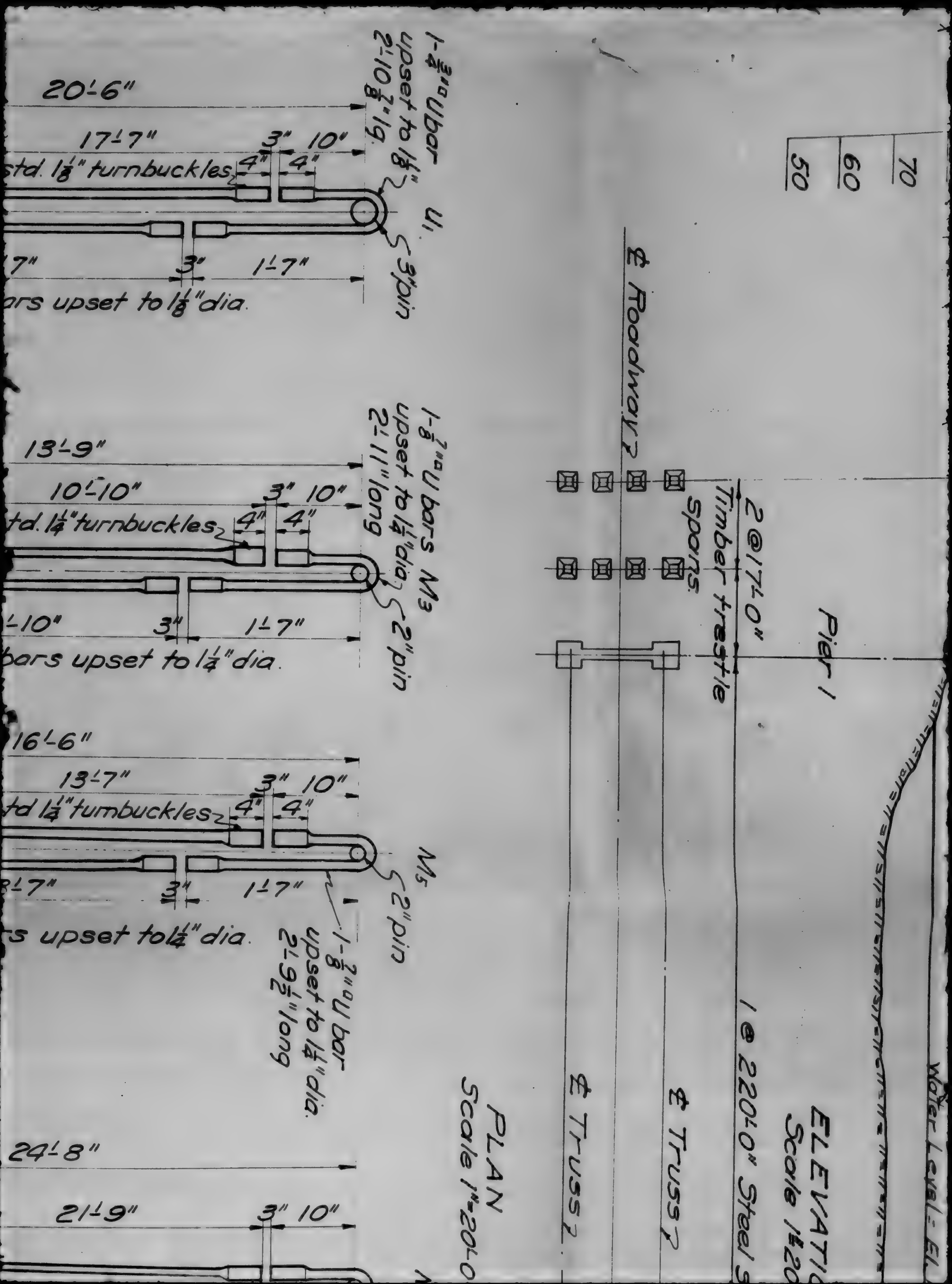

-3.02%
P.I. Sta. 281+40
El. 1302.50
-3.80%
Sta. 282 + 50.90
El. 1298.21
Sta. 282 + 67.90
El. 1297.59
Sta. 282 + 84.90
El. 1296.96
Sta. 283+01.90
El. 1296.33
embers to be strengthend shown in heavy lines
U2
U3
U4
U5
U6
U5
U4
U3
U2
U1
M3
M5
M5
M3
L2
L3
L4
L5
L6
L5
L4
L3
L2
L1
L0
Water Level = El. 1279.0 Dec 5, 1950
Pier 2

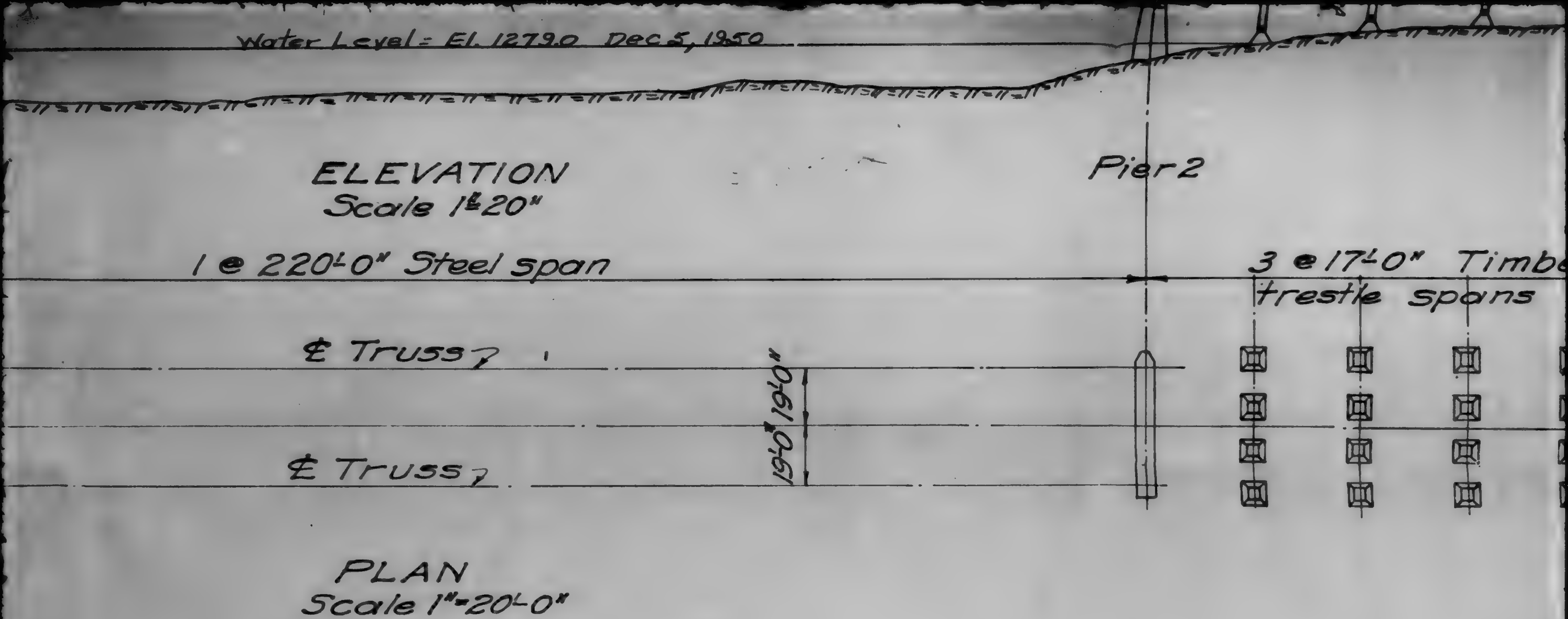
ELEVATION
Scale 1"=20"

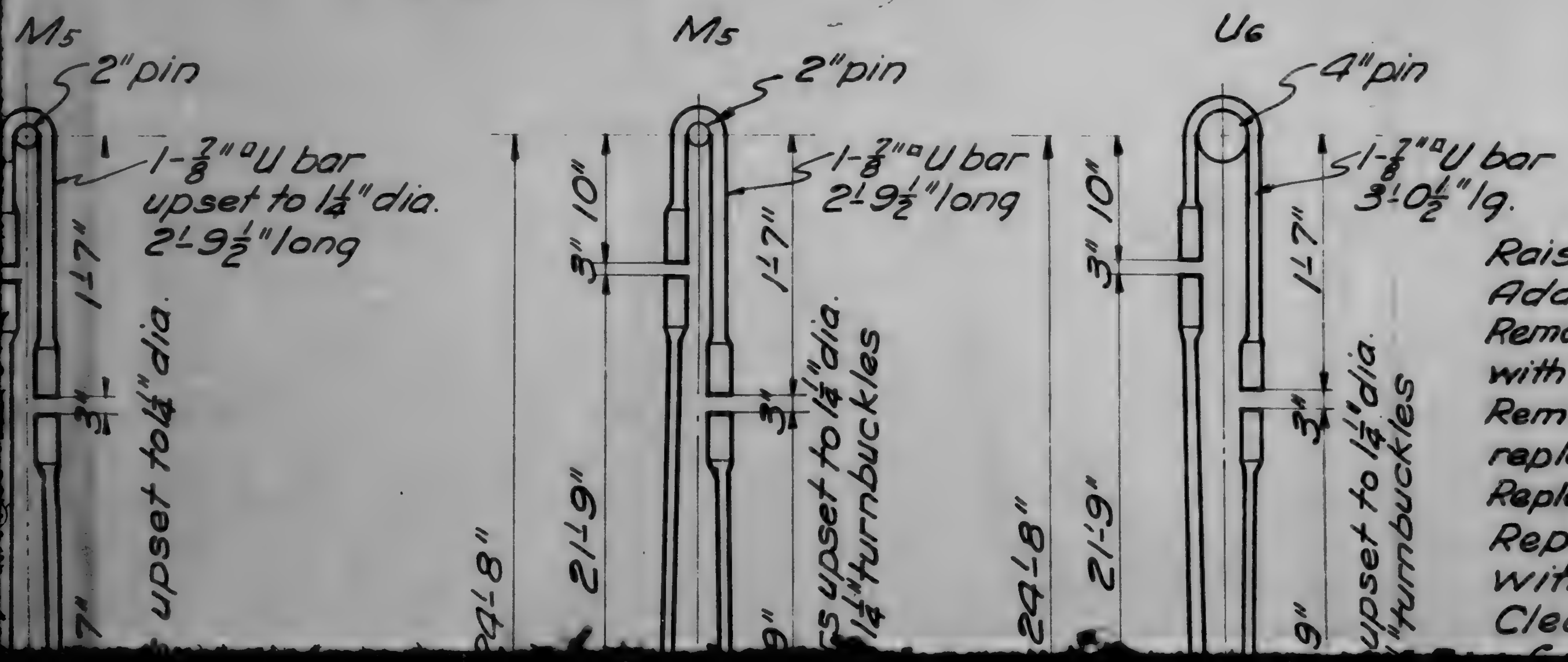

U2
L1
U1
L0
Pier 2
Sta. 282 + 50.90
El. 1298.21
Sta. 282 + 67.90
El. 1297.59
Sta. 282 + 84.90
El. 1296.96
Sta. 283 + 01.90
El. 1296.33
Sta. 283 + 18.90
El. 1295.70
Sta. 283 + 35.90
El. 1295.05
P.T. Sta. 283 + 40
El. 1294.90
5'-6"
9" 2'-0 2'-0" 9"
as nose
9" 2'-9" 1'-3" 9"
5'-6"
℄ Truss
Light lines indicate pres
pier, heavy lines new con
9'-6"
℄ Roadway
9'-6"
PLAN
A
1" bars at 2'-0" ctrs.
each way in both
faces of web.

REVISED: AUG. 5, 1926


El. 1295.05
P.T. Sta. 283+40
El. 1299.90
℄ Truss
℄ Roadway
℄ Truss
9'-6"
9'-6"
Light lines indicate present pier, heavy lines new construction.
½" bars at 8" ctrs. top and bottom of caps, 5'-2" long.
2-⅝"ϕ diagonal bars 7'-3" lg.
5'-6"
9" 2'-0 2'-0" 9"
9" 2'-0" 2'-0" 9"
5'-6"
PLAN
5'-6"
9" 2'-9" 1'-3" 9"
5'-6"
9" 1'-3" 2'-9" 9"
A
El. 1303.78 check in field.
½" bars top and bott. of cap, 1'-8" lg. at 2'-0" ctrs.
2'-0"
4-½" bars 24'-0" long.
2'-0"
½" bars.
1'-3"
½" dowels set 12" into top of pres
½" bars at 2'-0" ctrs. each way in both faces of web.
½" hoops.
as nose
to present


20'-6"
17'-7"
3"
10"
4"
4"
std. 1 1/8" turnbuckles
1-3/4"□ U bar upset to 1 1/8" 2'-10 7/8" lg.
U1
3" pin
7"
3"
1'-7"
ars upset to 1 1/8" dia.
13'-9"
10'-10"
3"
10"
4"
4"
td. 1 1/4" turnbuckles
1-7/8"□ U bars M3 upset to 1 1/4" dia. 2'-11" long
2" pin
-10"
3"
1'-7"
bars upset to 1 1/4" dia.
16'-6"
13'-7"
3"
10"
4"
4"
td 1 1/4" turnbuckles
M5
2" pin
-7"
3"
1'-7"
rs upset to 1 1/4" dia.
1-7/8"□ U bar upset to 1 1/4" dia. 2'-9 1/2" long
24'-8"
21'-9"
3"
10"
PLAN
Scale 1"=20'-0
℄ Truss
℄ Truss
℄ Roadway
2@17'-0"
Timber trestle spans
Pier 1
1 @ 220'-0" Steel s
ELEVATI
Scale 1"=20
Water Level: El.
70
60
50


Water Level = El. 1279.0 Dec 5, 1950
ELEVATION
Scale 1"=20"
Pier 2
1 @ 220'-0" Steel span
3 @ 17'-0" Timb
trestle spans
℄ Truss
℄ Truss
19'-0"
19'-0"
PLAN
Scale 1"=20'-0"


M5
2" pin
1-7/8" U bar
upset to 1¼" dia.
2'-9½" long
1'-7"
3"
upset to 1¼" dia.
24'-8"
7"
M5
2" pin
1-7/8" U bar
2'-9½" long
10"
3"
1'-7"
3"
21'-9"
9"
s upset to 1¼" dia.
1¼" turnbuckles
24'-8"
U6
4" pin
1-7/8" U bar
3'-0½" lg.
10"
3"
1'-7"
3"
21'-9"
9"
upset to 1¼" dia.
" turnbuckles

REPAIRS TO BE

Raise pier No. 1 to req

Add loop rods to me

Remove members L4M5 & M

with new members as pe

Remove one of the bars in

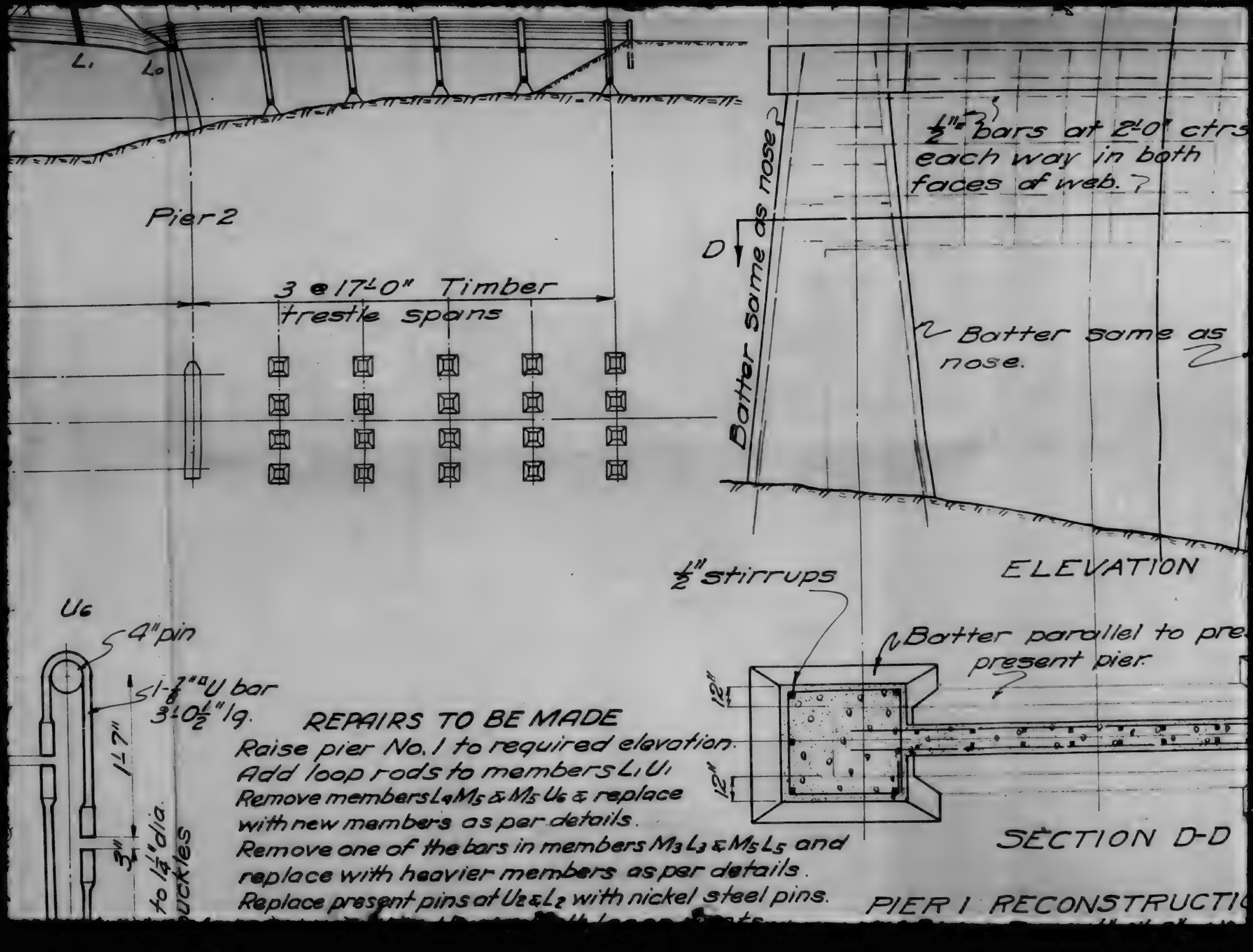
replace with heavier me

Replace present pins at U2

Replace all bolts and

with new rivets.

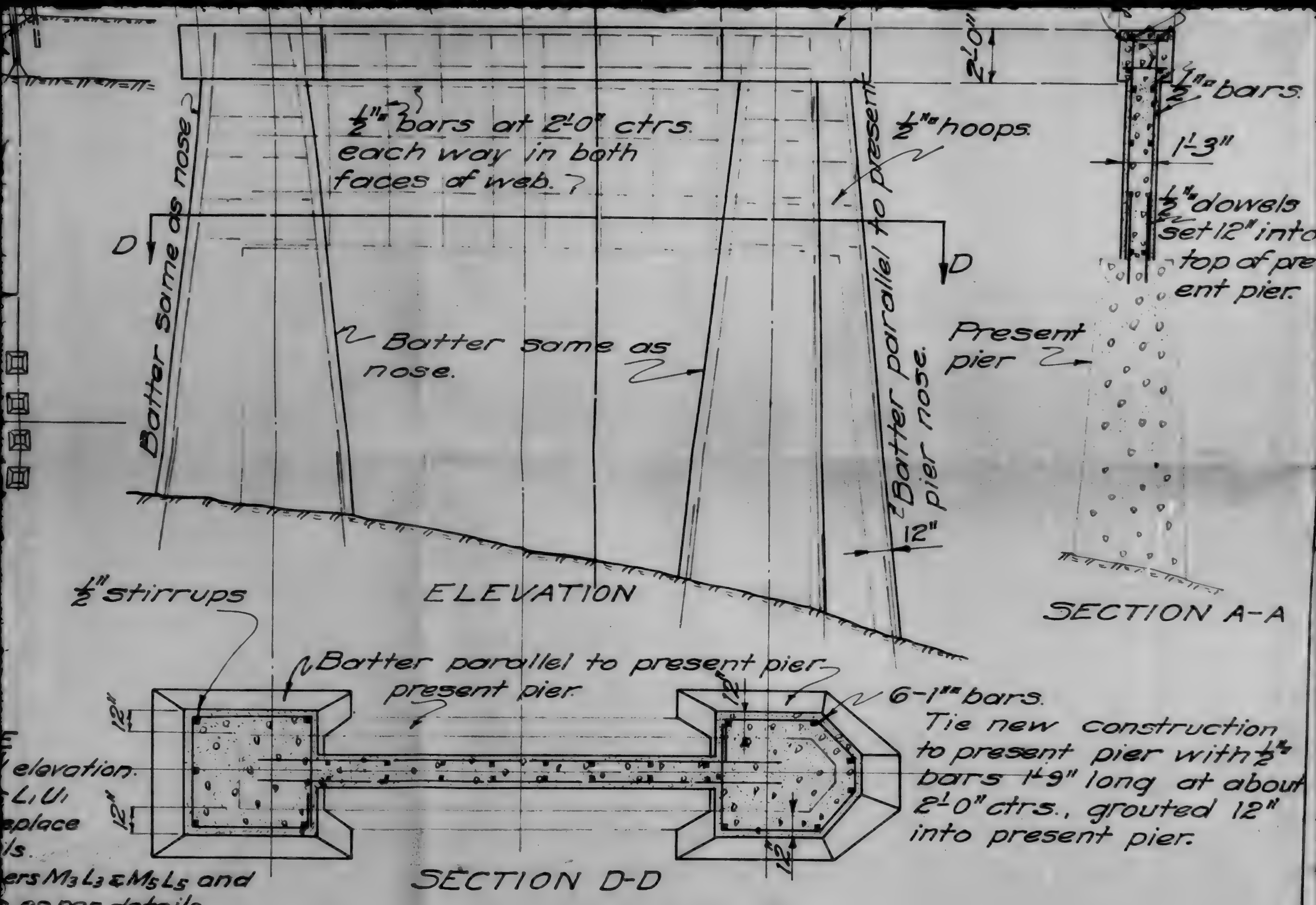
Clean and paint entir


L1
L0
Pier 2
3 @ 17'-0" Timber trestle spans
D
Batter same as nose
½" bars at 2'-0" ctrs each way in both faces of web.
Batter same as nose.
ELEVATION
½" stirrups
Batter parallel to present pier.
12"
12"
SECTION D-D
U6
4" pin
1-⅞" U bar 3'-0½" lg.
1'-7"
3"
to 1¼" dia.
buckles

REPAIRS TO BE MADE

Raise pier No. 1 to required elevation.
Add loop rods to members L1 U1
Remove members L4 M5 & M5 U6 & replace with new members as per details.
Remove one of the bars in members M3 L3 & M5 L5 and replace with heavier members as per details.
Replace present pins at U2 & L2 with nickel steel pins.

PIER 1 RECONSTRUCTIO

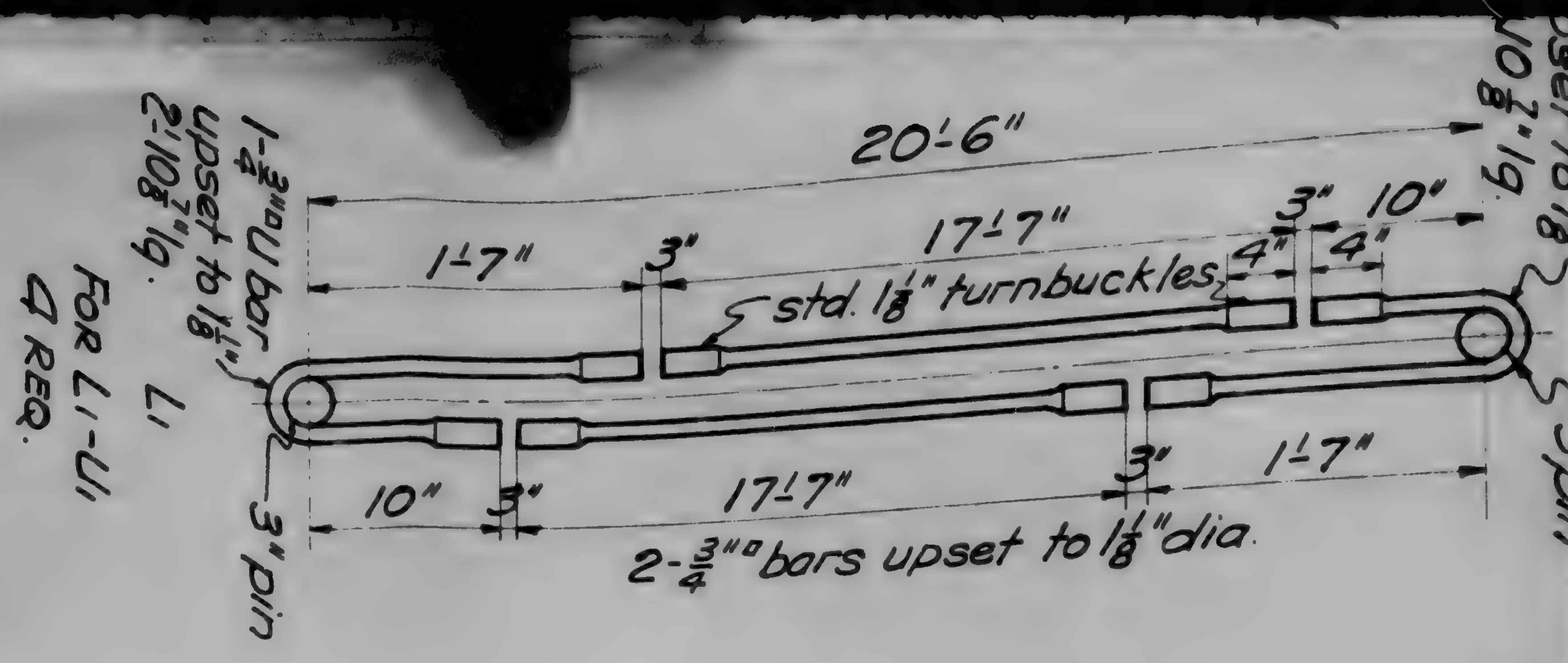

$\frac{1}{2}$" bars at 2'-0" ctrs. each way in both faces of web.
$\frac{1}{2}$" hoops.
2'-0"
$\frac{1}{2}$" bars.
1'-3"
$\frac{1}{2}$" dowels set 12" into top of present pier.
D
D
Batter same as nose
Batter same as nose.
Batter same as
Batter parallel to present pier nose.
Present pier
12"
ELEVATION
SECTION A-A
$\frac{1}{2}$" stirrups
Batter parallel to present pier
present pier.
6-1" bars.
12"
12"
12"
12"
SECTION D-D

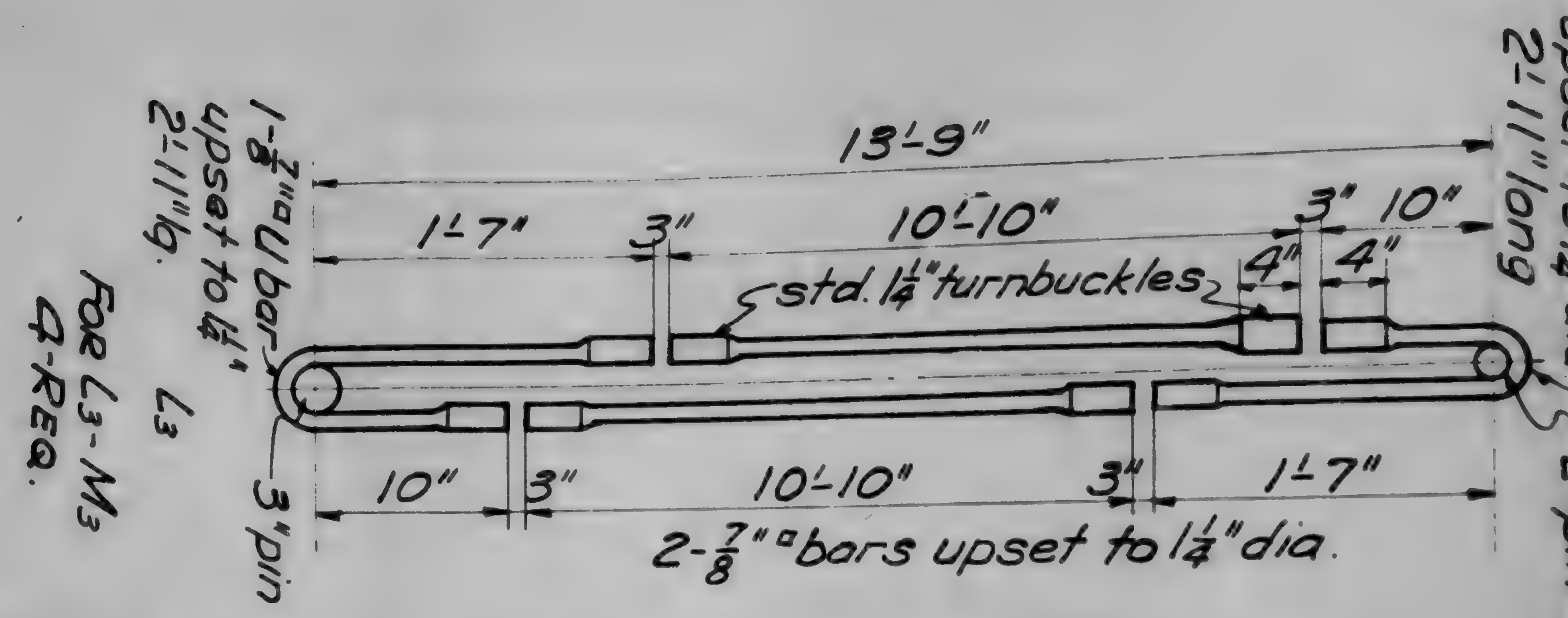
Tie new construction to present pier with $\frac{1}{2}$" bars 1'-9" long at about 2'-0" ctrs., grouted 12" into present pier.

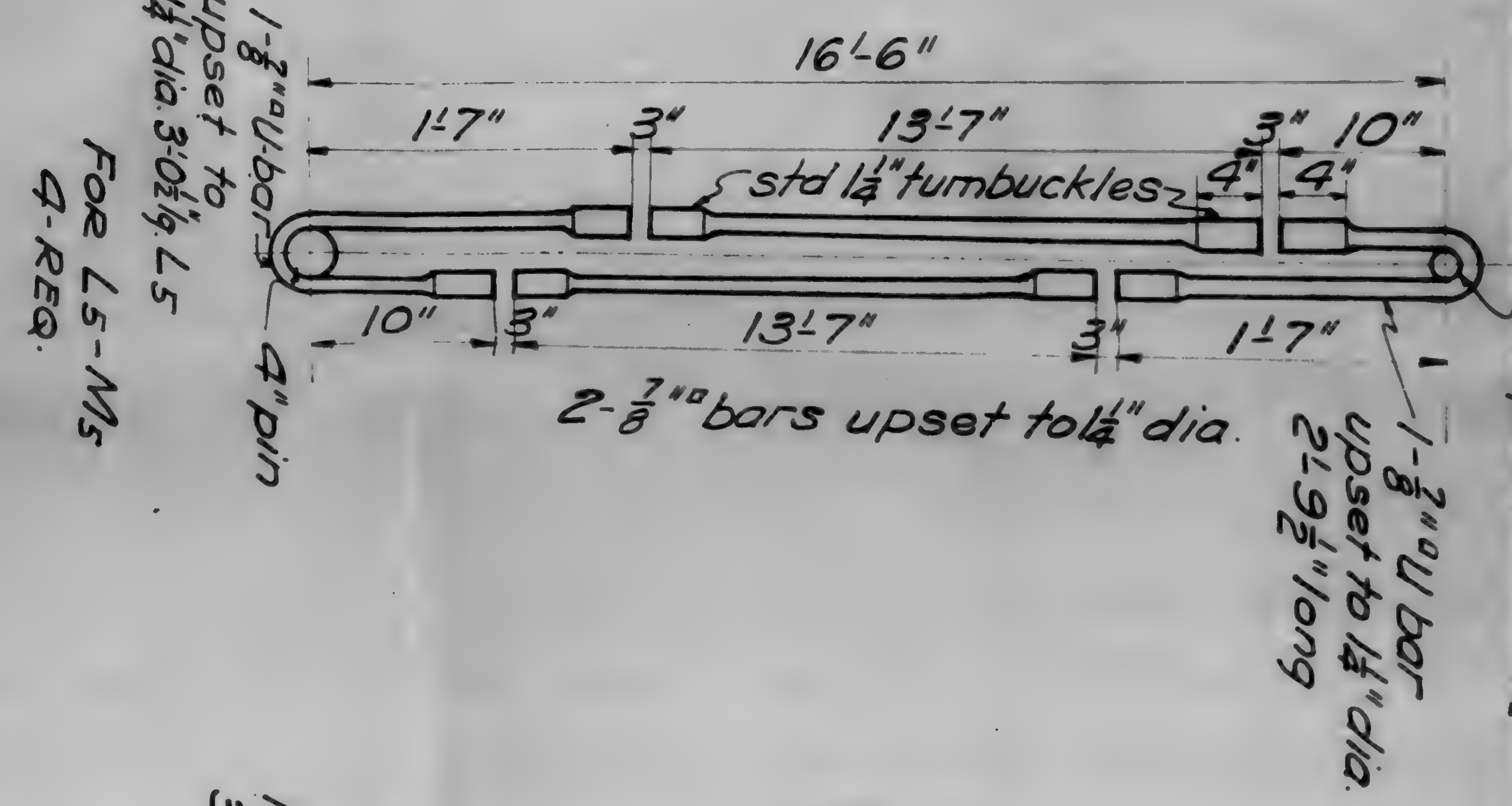
E
elevation.
L_1U_1
eplace
ils.
ers M_3L_3 & M_5L_5 and
as per details.
h nickel steel pins.
oose rivets

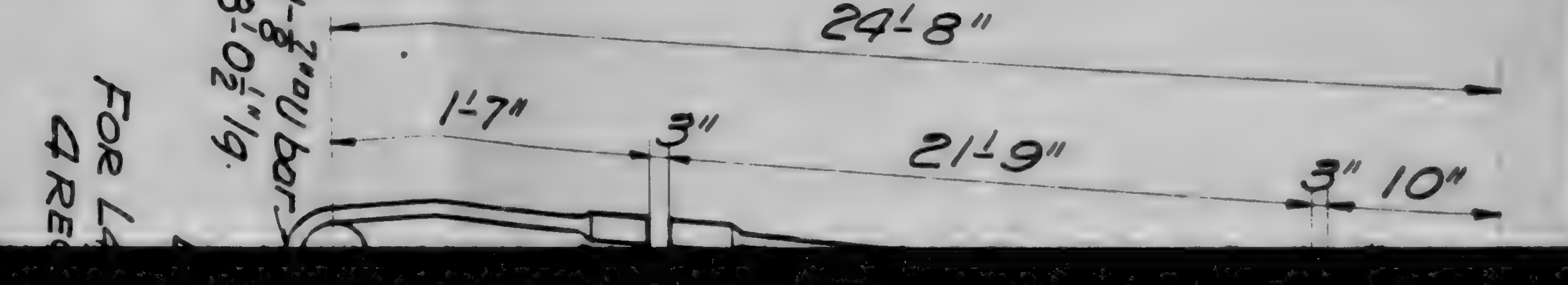
PIER I RECONSTRUCTION DETAILS

Scale $\frac{1}{4}$" = 1'0"


20'-6"
1'-7"
3"
17'-7"
3"
10"
4"
4"
std. 1 1/8" turnbuckles
1-3/4" □ U bar upset to 1 1/8" 2'-10 7/8" lg.
L1
For L1-U1 4 REQ.
3" pin
10"
3"
17'-7"
3"
1'-7"
2-3/4" □ bars upset to 1 1/8" dia.
upset to 1 1/8" 10 1/8" lg.
3" pin

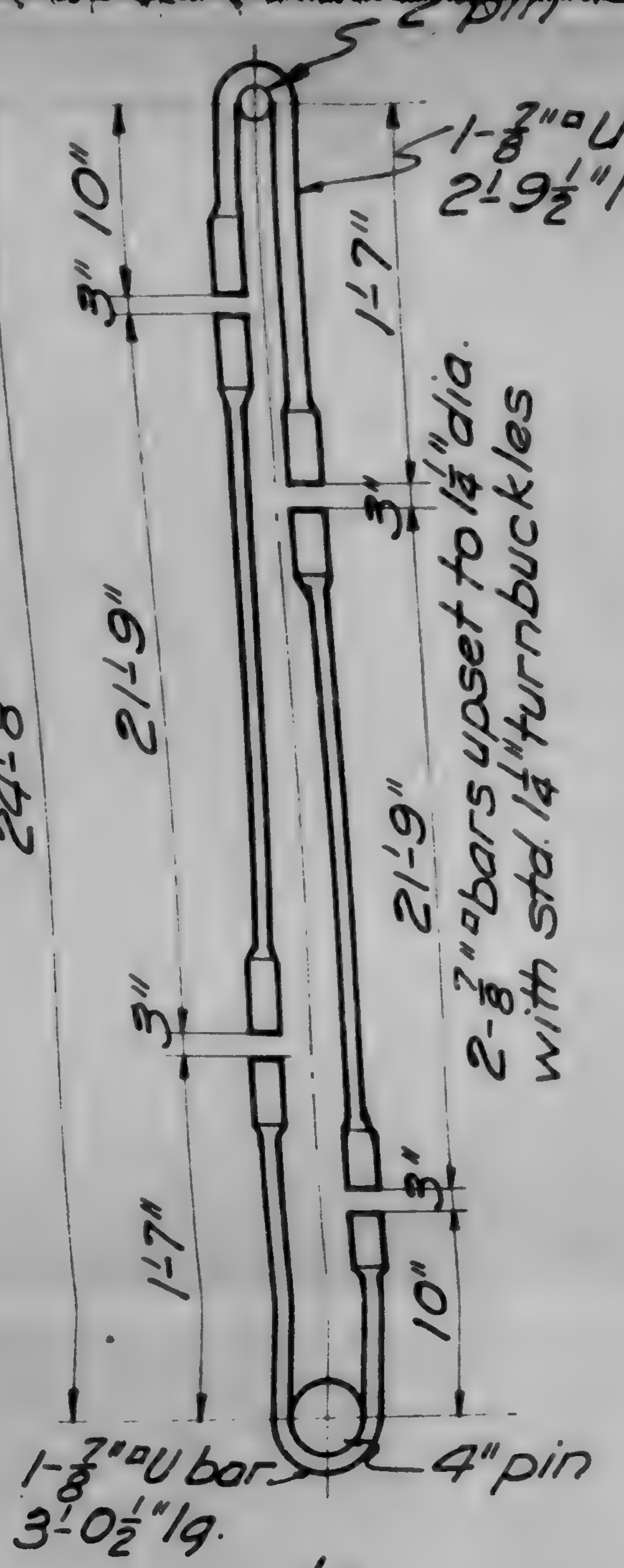

13'-9"
1'-7"
3"
10'-10"
3"
10"
4"
4"
std. 1 1/4" turnbuckles
1-7/8" □ U bar upset to 1 1/4" 2'-11" lg.
L3
For L3-M3 4-REQ.
3" pin
10"
3"
10'-10"
3"
1'-7"
2-7/8" □ bars upset to 1 1/4" dia.
upset to 1 1/4" dia. 2'-11" long
2" pin


16'-6"
1'-7"
3"
13'-7"
3"
10"
4"
4"
std 1 1/4" turnbuckles
1-7/8" □ U-bar upset to 1 1/4" dia. 3'-0 1/2" lg.
L5
For L5-M5 4-REQ.
4" pin
10"
3"
13'-7"
3"
1'-7"
2-7/8" □ bars upset to 1 1/4" dia.
1-7/8" □ U bar upset to 1 1/4" dia. 2'-9 1/2" long


24'-8"
1'-7"
3"
21'-9"
3"
10"
1-7/8" □ U bar 3'-0 1/2" lg.
For L
4 REQ

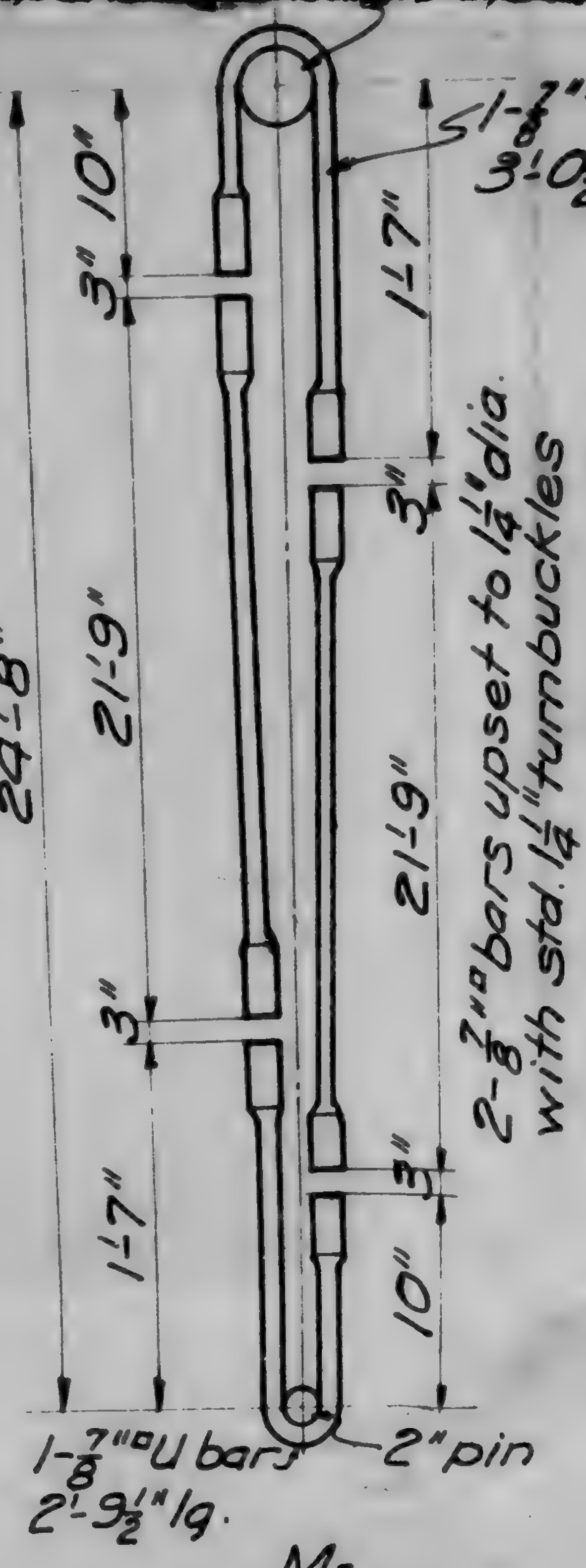
U bar
t to 1¼" dia.
" long

in


2" pin
1-⅞"□ U bar
2'-9½" long
24'-8"
3" 10"
2'-9"
1'-7"
3"
3"
2'-9"
1'-7"
3"
10"
2-⅞"□ bars upset to 1¼" dia.
with std. 1¼" turnbuckles
1-⅞"□ U bar
3'-0½" lg.
4" pin

L4

FOR L4-M5
4 REQ.

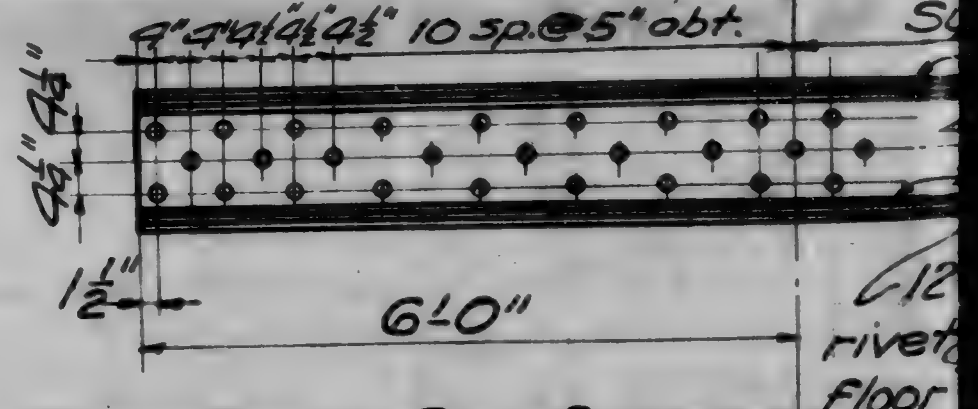

1-⅞"□ U bar
3'-0½" lg.
24'-8"
3" 10"
21'-9"
1'-7"
3"
3"
21'-9"
1'-7"
3"
10"
2-⅞"□ bars upset to 1¼" dia.
with std. 1¼" turnbuckles
1-⅞"□ U bars
2'-9½" lg.
2" pin

M5

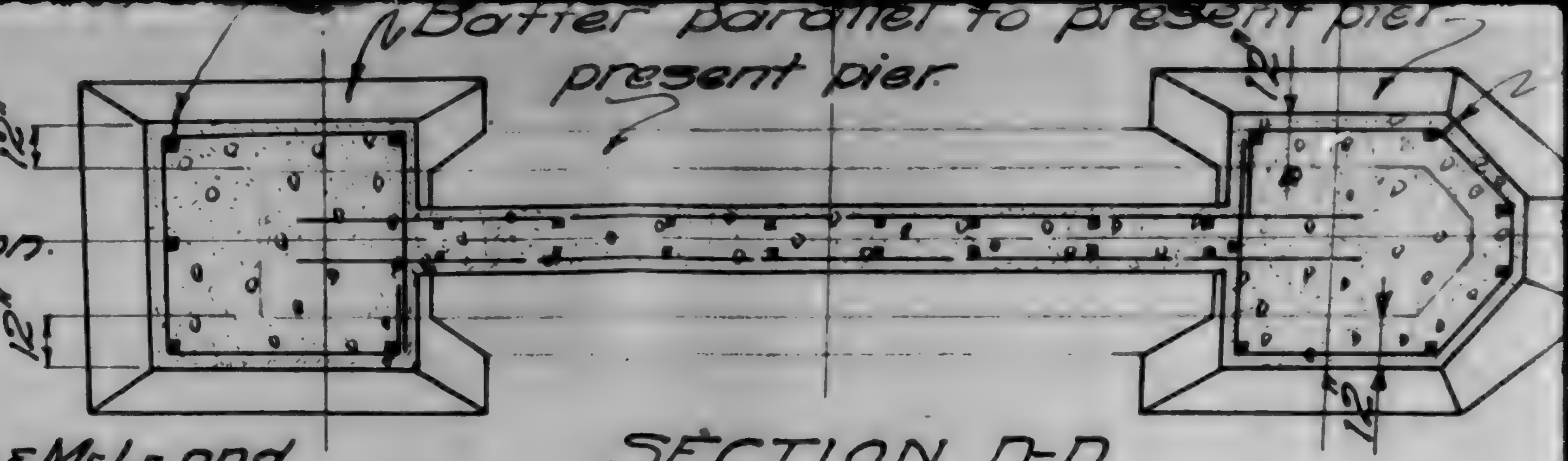
FOR M5-U6
4 REQ.

REPAIRS TO BE MADE

Raise pier No. 1 to required
Add loop rods to members
Remove members L4M5 & M5U6 & re
with new members as per details
Remove one of the bars in membe
replace with heavier members
Replace present pins at U2 & L2 with
Replace all bolts and all loo
with new rivets.
Clean and paint entire stru
of paint as per specificati
Place new approaches as pe
Place new stringers deck an
drawing #3064.
All material and workman
to the specifications, for b
Oregon State Highway Comm
Reinforce floor beam as per


℄
4" 4" 4½" 4½" 4½" 10 sp. @ 5" abt.
S
4¼" 4¼"
1½"
6'-0"
C12
rivet
floor

Floor Beam Reinforcement
11-channels required

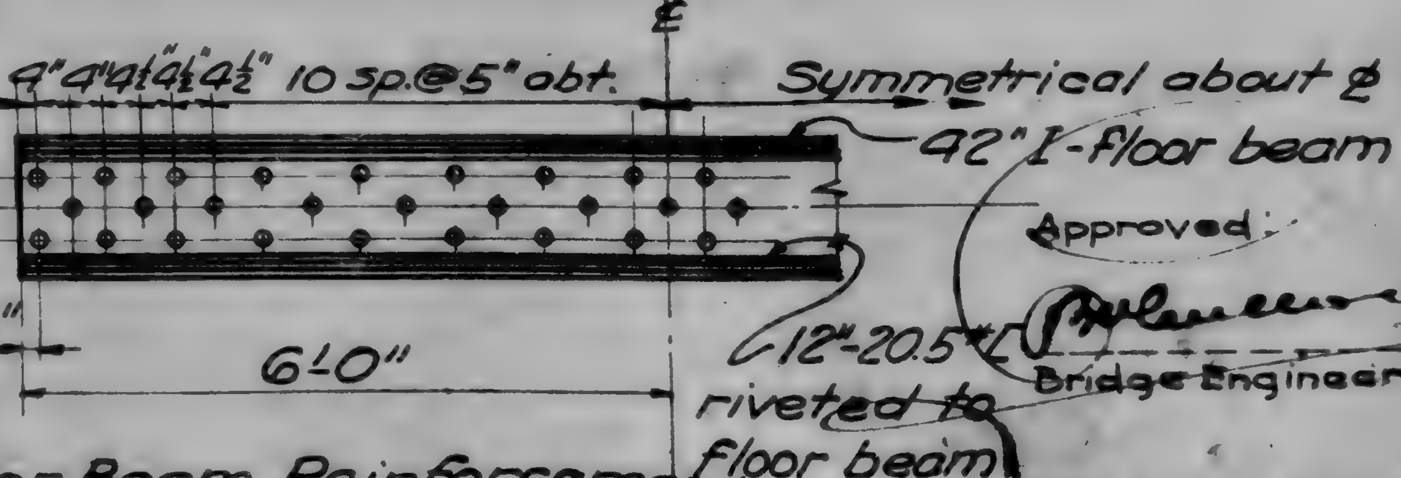

Batter parallel to present pier
present pier
12"
12"
12"
12"

SECTION D-D

PIER I RECONSTRUCTION DETAILS
Scale 1/4" = 1'-0"

REPAIRS TO BE MADE

aise pier No. 1 to required elevation.
dd loop rods to members L_1U_1
emove members L_4M_5 & M_5U_6 & replace
ith new members as per details.
Remove one of the bars in members M_3L_3 & M_5L_5 and
replace with heavier members as per details.
Replace present pins at U_2 & L_2 with nickel steel pins.
Replace all bolts and all loose rivets
with new rivets.
Clean and paint entire structure three coats
of paint as per specifications.
Place new approaches as per drawing #3064.
Place new stringers deck and rails as per
drawing #3064.
All material and workmanship shall conform
to the specifications, for bridges of the
Oregon State Highway Commission, edition of 1926.
Reinforce floor beam as per detail.


4" 4" 4" 4½" 4½" 10 sp. @ 5" abt.
℄
Symmetrical about ℄
42" I-floor beam
1½"
6'-0"
12"-20.5# ⊏
riveted to
floor beam

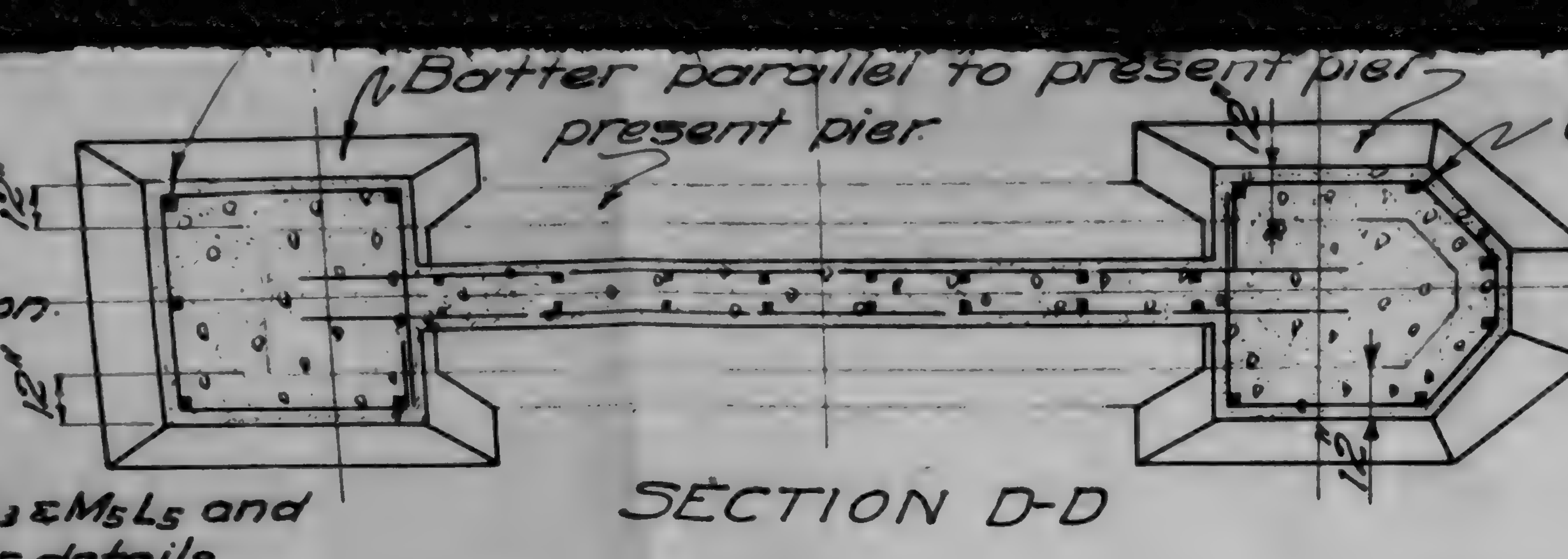
loor Beam Reinforcement
ll-channels required

Approved
Bridge Engineer
State Highway Engineer

OREGON
STATE HIGHWAY CO
DODGE B
OVER
ROGUE RIVER-J
ON
SAMS VALLEY MA
GENERAL DR

SCALE AS NOTED
JULY 26 1926
CALC. BK. NO. 79 & 83

DRAWN BY
TRACED B
CHECKED



Tie new construction to present pier with ½" bars 1'-9" long at abou
2'-0" ctrs., grouted 12" into present pier.

SECTION D-D

PIER 1 RECONSTRUCTION DETAILS
Scale ¼" = 1'-0"

vation
l,
ace

M_3L_3 & M_5L_5 and
s per details.
nickel steel pins.
se rivets

cture three coats
ions.
er drawing #3064.
nd rails as per

nship shall conform
-bridges of the
mission, edition of 1926.
r detail.

Symmetrical about ℄
42" I-floor beam

-20.5# L
d to
beam

Approved:

Bridge Engineer

State Highway Engineer

OREGON
STATE HIGHWAY COMMISSION
DODGE BRIDGE
OVER
ROGUE RIVER - JACKSON CO.
ON
SAMS VALLEY MARKET ROAD
GENERAL DRAWING

SCALE AS NOTED	DRAWN BY W.D.S.	SHEET 1 OF 1
JULY 26 1926	TRACED BY "	BRIDGE NO. 1245
CALC. BK. NO. 79 & 83	CHECKED BY	DRAWING NO. 338

20-1073 Florence Sec., Oregon Coast 1953
Hwy.
#3510

RECEIVED
JUL 28 1953
FOR FILING

27-1-12

3510

July 27, 1953

Mr. William L. Elliott
City Recorder
Florence, Oregon

Dear Sir:

Reference is made to your letter of July 22, 1953, regarding Contract No. 3510.

The contractor on this project, Florence Section of the Oregon Coast Highway, was:

Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland 11, Oregon

City co-operation in the amount of $5,632.58 was paid for construction of sidewalks on this project.

Yours truly,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP;eg

FORM E-129 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 24, 1953

Mr. William L. Elliott
City Recorder
~~Reedsport~~, Oregon Florence

Dear Sir:

Reference is made to your letter of July 22, 1953, regarding Contract No. 3510.

The contractor on this project, Florence Section of the Oregon Coast Highway, was:

Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland 11, Oregon

City co-operation in the amount of $5,632.58 was paid for construction of sidewalks on this project.

Yours truly,

R. H. Baldock
State Highway Engineer

By L E Parsons
L. E. Parsons
~~Assistant~~ Office Engineer

RECEIVED
[illegible] 1953
FOR FILING

211-101

3510

July 24, 1953

Mr. William L. Elliott
City Recorder
Reedsport, Oregon

Dear Sir:

Reference is made to your letter of July 22, 1953, regarding Contract No. 3510.

The contractor on this project, Florence Section of the Oregon Coast Highway, was:

Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland 11, Oregon

City co-operation in the amount of $5,632.58 was paid for construction of sidewalks on this project.

Yours truly,

R. H. Baldock
State Highway Engineer

By

L. E. Parsons
Assistant Office Engineer

DBP:tp

William L. Elliott
*
~~[illegible]~~
RECORDER

CITY OF FLORENCE
"Oregon's Recreational Center"
Year Around Fishing
WESTERN LANE COUNTY
FLORENCE, OREGON

July 22,1953

Mr. F.H. Provert
O.S.H. Commission
Salem , Oregon

Re; contract 35I0
20-1073

Dear Mr.Provert;

I am enclosing copy's of letters regarding sidewalk assesments on property fronting on the new highway construction thru the City of Florence. It seems that there is a mistake on some one's part, however it might be that you would like to have this information.

Will you please send me the name of the contractor so that this office will be in a position to make this collection.

Sincerly yours
William L Elliott
William L Elliott
City Recorder

RECEIVED

City of Florence
Florence, Oregon

June I8, I953

Mr. C.A. Lindstrom
Box I64
Roque River , Oregon

Dear Mr Lindstrom;

A search of all records has been made from I949 to date and no record can be found of any payment made. The original estimate of cost to your property was in the amount of $ 6I.66 which you were billed for in April I95I. The corrected assesment on this property was $ 48.75.

If you have any evidence of payment of this assessment, please let me know as I should like to get it streightened up.

Sincerly yours

William L. Elliott
City Recorder

COPY

RECEIVED
JUL 2 [illegible] 1953
PM
STATE HIGHWAY COMMISSION

Roque River, Oregon

June I7, I953

William L. Elliott
City Recorder
City of Florence
Florence, Oregon

Dear Bill;

I am sure that I paid the contractor who poured the side-walk's the amount of sixty some dollars for his work. Was there a city assesment also for the work? I haven't been able to find my reciept for the work, but I am sure that it was paid.

If you will give me the name of the company who done the work, I am sure I can get their O.K. about the bill.

Sincerly

C.A.Lindstrom
Roque River , Oregon

RECEIVED
JUL [illegible] 1953
FOR FILING

20-1[illegible]3
3510

REFERRED TO [illegible]
Query
BY SECRETARY
note on card

July [illegible]3, 19[illegible]3

Rex C. Ayers Construction Company
730[illegible] NE [illegible]9th Avenue
Portland 11, Oregon

Gentlemen:

I have for acknowledgment your letter of July [illegible]0, 19[illegible]3 regarding payment to you of the final amount due in connection with your contract with the State Highway Commission for grading and paving the Florence Section of the Oregon Coast Highway in Lane County, State Highway Contract No. 3[illegible]10. With your letter you transmitted releases from Gleneden Brick & Tile Works, Martin Petersen, and Shell Oil Company of their claims arising out of this job. You also request that monies still owing to you from the State Highway Commission for work performed under this contract be mailed to the United States National Bank, Union Aveme Branch, 5[illegible]05 N. E. Union Avenue, Portland, Oregon, to the attention of Mr. Gard.

The releases you have furnished appear to satisfy the claims that have been filed with the State Highway Commission against this job. Accordingly, instructions are being given to our Auditor to release to the contractor all remaining funds due him for this work. In accordance with your request, the warrant or warrants, as the case may be, will be forwarded to the United States National Bank as directed by you in the third paragraph of your letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Continental Casualty Co.
C. A. Tomassene & Sons, Agent
1002 Cascade Building
Portland 4, Oregon

C. H. Maison
F. Query

7-23-53 gC

Mr. Maison:

P. S. In accordance with the above you may release the remaining funds due Rex C. Ayers Construction Company in connection with this job. Please mail the warrants to the United States National Bank, Union Avenue Branch, as directed in Mr. Ayers' letter, a copy of which is attached for your information.

HBG

NOTED ON CARD

7-23-53

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE ATWATER 7321

July 21, 1953

Re: Rex C. Ayers Construction Company

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

Please be advised that the Rex C. Ayers Construction Company has now satisfied and paid our claim of $1104.19 against them under State Highway Contract No. 3510.

Very truly yours,

R. H. Forbes
Division Credit Manager

PCH:HT

cc - Rex C. Ayers
7305 NE 29th
Portland, Ore.

Continental Casualty Co.
c/o C.A. Tomassene & Sons
Wilcox Bldg.
Portland, Oregon

RECEIVED
JUL 2 [illegible]
[illegible] COMMISSION

7-21-53 g.f

July 20, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Mr. Tomassene talked with you by telephone regarding the balance due me on contract #3510 covering at Florence, Oregon, on which the amount of retainage plus force account is approximately $4600 or $4700.00.

There are three claims filed against this job by (1) Martin Peterson; (2) the Gleneden Brick and Tile Works; (3) the Shell Oil Company. I understand that upon receipt of releases from these three parties you can release the check, and I am enclosing the releases referred to.

I would appreciate it if you would be kind enough to mail a check covering this balance to the United States National Bank, Union Avenue Branch, 5505 N. E. Union Avenue, Portland, Oregon, to the attention of Mr. Gard.

I am sorry you have had so much trouble on this account and I appreciate your helping me to close same at this time.

Very sincerely,

REX C. AYERS
CONSTRUCTION COMPANY

By

[illegible] 2 [illegible]

ACKNOWLEDGED
H. B. GLAISYER
ANSWERED
H. B. GLAISYER

7-20-53

rding to his records
the final payment should
be 4246.36

Force account 387.94

and then an adjustment
as per letter from your
office Sept 30 -52 in
amount of 469.08

Total 5103.38

I hope this is correct

Tomassen
Br 1149.

2/17

Insurance
Continental Cas. Co.

Rex C Ayers Const Co
~~St~~ Florence Va

3510

~~4200~~ I final
4700

---

3 claims
Shell x
Glenmore x
Peterson

~~check & shells~~ arranged to send checks -

Bdry 1149

[illegible] $4246.36
[illegible] paid [illegible] 46[illegible]8
[illegible] paid [illegible]
[illegible]

C. A. TOMASSENE AND SONS
1002 CASCADE BUILDING
PHONE: BR 1149, 1140
PORTLAND 4, OREGON

June 30, 1953

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Att: Mr. H. B. Glaisyer, Secretary

Re: Rex C. Ayers Construction Company

Please be advised that the Rex C. Ayers Construction Company has now satisfied and paid our claim against them under State Highway Contract No. 3510.

Very truly, yours,

Gleneden Brick & Tile Works

By Delmer F. Robbins

RECEIVED
[illegible] 2

6-30-53

ROYAL
INSURANCE
COMPANY
LTD.

C. A. TOMASSENE AND SONS
1002 CASCADE BUILDING
PHONE: BR 1149, 1140
PORTLAND 4, OREGON

June 30, 1953

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Att: Mr. H. B. Glaisyer, Secretary

Re: Rex C. Ayers Construction Company

Please be advised that the Rex C. Ayers Construction Company has now satisfied and paid our claim against them under State Highway Contract No. 3510.

Very truly yours,

Martin Petersen
Martin Petersen

ROYAL
INSURANCE
COMPANY
LTD.

6-30-53, g-f

RECEIVED
JUN 2 - 1953
FOR FILING

20-1023

3510

mo-Lewis

June 1, 1953

Mr. Dan L. Flood, Manager
Oregon Claim Department
Continental Casualty Company
Terminal Sales Building
Portland 4, Oregon

Dear Mr. Flood:

This is to acknowledge your letter of May 26th concerning some method of making final payment to Mr. Ayers on State Highway Contract No. 3510 for the Florence job.

The State Highway Department has never made a practice of issuing drafts directly to claimants, and the Commission has indicated that they desire that claims be adjusted before final payment is released. This is in conformance with a provision in the contract which requires that payments are not to be released until claims have been satisfied or adjusted.

We still feel that some arrangements should be made between Mr. Ayers and your company for the payment or adjustment of these claims and that when such has been done this office be notified. We do not wish to impose any hardship upon Mr. Ayers, but we must abide by the terms of the contract.

When settlement of these claims has been made and we have received evidence to that effect, we will be very pleased to release the payments.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 5/29

cc: Surety Claim Dept.
Chicago, Illinois

Mr. Warner M. Bruce
Seattle, Washington

NOTED ON CARD
6-4-53

I dont approve his method of payment.

Tell him its up to the surety to pay the claims of Ayers cont and when we receive receipts we will mail warrants to surety if requested by Ayers. HHS

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

OREGON CLAIM DEPARTMENT
1008 LOYALTY BUILDING
TELEPHONE: BEACON 6021

PORTLAND 4, OREGON

May 26, 1953

Mr. Floyd Query, Acting Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I have your letter of May 21st indicating that the State is holding two warrants, one in the amount of $4,246.36 and the other for $469.08 constituting final payments to Rex C.Ayers Construction Company under Contract #3510.

The only claim in dispute is that of Martin Petersen wherein he claims $1,321.68.

Mr. Ayers is not financially able to make the payments to the other claimants at the present time and has requested that a sufficient amount be withheld by the State to cover the Petersen claim and the balance applied to the other claims in whatever method is acceptable to your office.

It occurs to me that the simplest method would be to issue drafts directly to the Shell Oil Company for $1,104.19 and the Gleneden Brick & Tile Works in the amount of $800.00 and the remainder less claim of Martin Petersen to Continental Casualty Company and Rex C.Ayers Construction Company.

If your office does not wish to issue separate drafts, then an alternative method would be to retain a sufficient amount to cover the Petersen claim and issue a draft for the remainder jointly to the Continental Casualty Company and Rex C.Ayers Construction Company and we would make the disbursements.

We are willing to cooperate in whatever method your office feels is advisable for your protection. If some other method of payment and disbursement is more acceptable, please advise.

Very truly yours,

Dan L. Flood

Dan L.Flood, Mgr.,
Oregon Claim Dept.

DLF/lr

cc Surety Claim Dept.
Chicago, Ill.

Mr.Warner M.Bruce
Seattle,Wash.

Mr Lewis

May 21, 1953

Mr. Dan L. Flood, Manager
Oregon Claim Department
Continental Casualty Company
Terminal Sales Building
Portland, Oregon

Dear Mr. Flood:

The State is holding as a retained amount two warrants—one in the sum of $4,246.36 and another for $469.08, which amounts constitute final payments to Rex C. Ayers Construction Company on State Highway Contract No. 3510 for grading and paving in Florence on the Oregon Coast Highway in Lane County.

According to the statement submitted by Mr. Ayers, he admits claims in the amount of $2,672.44 but there is apparently a difference of opinion as to the amount he owes Martin Petersen. Mr. Petersen claims the sum of $1,321.68 whereas Mr. Ayers states that he owes him $556.68.

As there are sufficient funds retained to cover the payment of these bills, we feel that the contractor should arrange for their settlement and when such has been made that we be advised, and at which time moneys retained will be released. This procedure has been followed many times in the past wherein we have requested the contractor or his surety to furnish us evidence that the claims have been satisfactorily adjusted whereupon release of final payment has then been made.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

cc - Continental Casualty Co.
Chicago, Illinois

Mr. Warner M. Bruce
Seattle, Washington

NOTED ON CARD
5-21-53

TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

May 11, 1953

Oregon State Highway Department,
Salem, Oregon

Attention Mr. Floyd Query,
Acting Secretary

Gentlemen:

Re: Bond #919867, Rex C. Ayers
dba Rex C. Ayers Construction Co.
-to- Oregon State Highway Commission
State Highway Contract #3510

We appreciate your letters advising us of claims as filed and in some cases subsequently settled or withdrawn in connection with this project, the latest being your letter of May 6 regarding the account of Gleneden Brick & Tile Works for $800.00.

We understand that the State is withholding sufficient funds to cover the present known outstanding claims, and that these funds will not be released without taking into consideration the disposition of these claims. In that connection, we understand that Mr. Dan L. Flood of our Oregon Claim Department, at 1008 Loyalty Building, Portland, is in touch with you.

Yours very truly,

W. C. Crow

W. C. Crow, Supt.
Surety Claim Dept.

WCC:EJ

CC to Mr. Dan L. Flood, Manager
Oregon Claim Dept.,
Portland, Oregon

CC to Mr. Warner M. Bruce, Supt.
Northwest Claim Dept.,
Seattle, Wash.

RECEIVED
MAY 14 1953
OREGON
STATE HIGHWAY COMMISSION

5-11-53 [illegible]

OY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

OREGON CLAIM DEPARTMENT
1008 LOYALTY BUILDING
TELEPHONE: BEACON 6021

PORTLAND 4, OREGON

May 7, 1953

Mr. H.B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr.Glaisyer:

I am enclosing a list of the accounts due under Contract #3510 according to Mr.Rex Ayers and I believe that this coincides with the list of claims filed.

Mr. Ayers is desirous of having these accounts paid from the retention held by the Oregon State Highway Commission in the amount of approximately $4700.00.

I note that the claim of Martin Peterson is in dispute and I feel that a sufficient amount to cover this claim should be retained, leaving a balance of approximately $3,378.32 to be applied to the total list of claims in the amount of $2,672.44. The difference could be paid directly to Mr.Ayers.

We are agreeable to such payment and in such forms as the Oregon State Highway Commission feels desirable. I would appreciate your advising me if you are disposed toward making such disbursement and in what manner.

Very truly yours,

Dan L. Flood

Dan L.Flood, Mgr.,
Oregon Claim Dept.

DLF/lr

4296.36 final
469.08 [illegible]
4715.44

AYERS CONSTRUCTION COMPANY

General Contractors

Phone: TRinity 8048 7305 N. E. 29th Street PORTLAND 11, Ore.

May 4th, 1953.

Continental Casualty Co.

Gentlemen,

I hereby certify the following accounts to be due and payableon State Highway Contract # 3510.

Gleneden Brick & TileCO.	$ 800.00
Shell Oil Co.	1104.19
Oregon Portland Cement Co.	768.25
Martin Petersen	556.68

The account of Martin Petersen is in dispute. At the time the contract was let he agreed to furnish crushed rock for $1.50 per yard, but on delivery I was charged $1.65 per yard. He claims I owe him $1321.68. The fifteen diference on 510 yards would be $556.68.

These are the only outstanding claims against contract # 3510.

Very truly yours,

Rex C. Ayers

Rex C. Ayers.

Sworn to before me this 5th day of May, 1953.

Norman L. Yates

Notary Public Oregon

My commission expires Sept. 30,1955

Lewis

RECEIVED
53
FOR FILING

April 27, 1953

Continental Casualty Company
614 Wilcox Building
Portland 4, Oregon

Attention: Mr. Dan Flood

Gentlemen:

Following our telephone conversation of this afternoon, we have checked into the status of claims on Contract No. 3510, awarded to Rex C. Ayers Construction Company, and we find a few which have not been cleared on our cards. The claims are as follows:

Martin Peterson	$1,321.68
Shell Oil Company	1,104.19
Gleneden Brick and Tile Works	800.00

The amount being retained is approximately $4,700

Will you please advise us if these claims have been paid or, if not, is there any doubt as to their being applicable to Contract No. 3510?

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

NOTED ON CARD
4-27-53

Lewis R

RECEIVED
MAY 7 1953
FOR FILING

[illegible]

3510

May 6, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Gleneden Brick & Tile Works. This claim is in the sum of $800.00 for concrete sewer pipe furnished to Rex C. Ayers Construction Company on State Highway Contract #3510, for grading and paving the Florence Section of the Oregon Coast Highway in Lane County.

We provide this information as your company appears as surety on the performance bond furnished with the contract described above.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FAQ:el

cc C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

Rex C. Ayers Construction Co.
7305 N.E. 29th Avenue
Portland, Oregon

Mr. Warner M. Bruce
Suite 702 American Bank Bldg.
Portland 5, Oregon

NOTED ON CARD

PY

GLENEDEN BRICK & TILE WORKS
Robbins & Robbins, Props.

Off. Phone Depoe Bay 1806
Res. Phone Depoe Bay 1809

"Build for permanence"

CULVERT
DRY WELLS
SEWER PIPE
SEPTIC TANKS
GREASE TRAPS
WELL CURBING
DRAINAGE TILE
ALL TYPES FIREPLACES
HOLLOW BUILDING TILE
MANTLE & COMMON BRICK
ORNAMENTAL URNS & BIRD BATHS
PATIO BLOCKS & STEPPING STONES

Coast Highway 101 - Box 36
Gleneden Beach, Oregon

April 30, 1953

Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned Gleneden Brick & Tile Works has a claim for concrete sewer pipe furnished in the sum of $800.00 plus interest against the bond taken from Continental Casualty Co., furnished through C. A. Tomassene & Sons, 614 Wilcox Building, Portland 4, Oregon for the work of Oregon Coast Highway in Lane county; Highway Contract # 3510.

Yours Very Truly

D. F. ROBBINS

D. F. Robbins
Gleneden Brick & Tile Works

DF/dn

cc:
C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

ENDORSED
File No. 3395
Filed April 24, 1953
EARL T. NEWBRY, Secretary of State

IF IT'S CONCRETE - WE CAN SERVE YOU

Lewis

RECEIVED
MAY 7 1953
FOR FILING

3510

May 6, 1953

Hon. Earl T. Newbry
Secretary of State
CAPITOL

Attention: Mr. E. Libby

Gentlemen:

This is to acknowledge your letter of May 4, 1953, to which was attached three copies of a claim filed with your office by the Gleneden Brick & Tile Works against Rex C. Ayers Construction Company, State Highway Contract #3510.

This claim is in the sum of $800.00 and bears your file #3395.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FAQ:sl

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

May 4, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Gleneden Brick & Tile Works a notice of claim for concrete sewer pipe furnished in the sum of $800.00 plus interest against the bond taken from Continental Casualty Company, Surety, and C. A. Tomassene & Sons, Principal, for the work of Oregon Coast Highway in Lane County, Highway Contract #3510.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

by

Clerk
Records Division

NF:M
Enc.

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

NOTED ON CARD

Lewis

RECEIVED
FOR FILING

21-1-53

3510

April 15, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

On April 14 we received a letter from the Gleneden Brick and Tile Works, Coast Highway 101, Box 36, Gleneden Beach, stating that Rex C. Ayers owed them a balance of $800.00 for materials and services furnished to him in connection with State Highway Contract No. 3510 for grading and paving the Florence Section of the Oregon Coast Highway in Lane County.

We provide this information as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

cc - Mr. Warner W. Bruce
1411 Fourth Avenue Bldg.
Seattle, Washington
C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon
Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland 11, Oregon

[illegible]

4-15-53

FOR FILING

3510

Sew

April 15, 1953

Gleneden Brick & Tile Works
Box 36
Gleneden Beach, Oregon

Attention: Mr. Delmer F. Robbins

Gentlemen:

This is to acknowledge your letter of April 14 in which you state that Rex Ayers owes you a balance of $800.00 on his contract for grading and paving the Florence Section of the Oregon Coast Highway in Lane County, otherwise known as State Highway Contract No. 3510. This contract was completed June 6, 1952, and accepted by the Commission August 18, 1952. Final payment, however, has not been made pending satisfaction of claims which have been filed.

As discussed in this office yesterday it is suggested that you file your claim with the Secretary of State and that you also contact the surety on this contract. Continental Casualty Company furnished the performance bond through C. A. Tomassene & Sons, 614 Wilcox Building, Portland 4.

This claim will be noted in our records and we will also advise the surety and the contractor that it has been received.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

FAQ:md

NOTED ON CARD

4-15-53, gl

Gleneden Brick & Tile Works
ROBBINS & ROBBINS, Props.

OFF. PHONE DEPOE BAY 1806
RES. PHONE DEPOE BAY 1809

"BUILD FOR PERMANENCE"

CULVERT
DRY WELLS
SEWER PIPE
SEPTIC TANKS
GREASE TRAPS
WELL CURBING
DRAINAGE TILE
ALL TYPES FIREPLACES
HOLLOW BUILDING TILE
MANTLE & COMMON BRICK
ORNAMENTAL URNS & BIRD BATHS
PATIO BLOCKS & STEPPING STONES

COAST HIGHWAY 101 - BOX 36
GLENEDEN BEACH, OREGON

April 14,1953

3510

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

As of today we have an $ 800.00 balance due us from Rex Ayers, contractor, on the drainage and paving job in the city of Florence, Oregon began in 1951.

Thanking you for your cooperation in helping us obtain this long past due balanse.

Yours Very Truly,
Delmer J. Robbins
Gleneden Brick & Tile Wks.

4-14-53,5

IF IT'S CONCRETE — WE CAN SERVE YOU

RECEIVED
FOR FILING

20-107[illegible]

3510

Lewis R

January 30, 1953

Junction City Gravel Company
Junction City
Oregon

ATTENTION: Mrs. Ralph Koon

Dear Mrs. Koon:

Thank you for your letter of January 24th in which you state your account with Mr. Rex C. Ayers has been satisfied.

We assume that this is the claim made by phone to Mr. Shinn in the Accounting Division on December 5, 1951, in the amount of $3,000.00 in connection with Mr. Ayers contract #3510 for work on the Florence Section of the Oregon Coast Highway in Lane County.

If your letter has reference to a claim other than the one we have mentioned, please advise us.

Very truly yours,

Secretary

FAQ:dc

NOTED ON CARD
1-30-53

ONE 73F5

JUNCTION CITY GRAVEL CO.

RALPH KOON

WASHED SAND AND GRAVEL--CRUSHED ROCK--SHOVEL AND DRAGLINE WORK

JUNCTION CITY, OREGON

REFERRED TO
C. H. MAISON, Manager
ACCOUNTING DIVISION

3
January 24, 1952.

3444
3510

Oregon State Highway Commission,
Salem, Oregon,

Dear Sirs:

All interest we may have had in the Rex C. Ayers, 7305 N. E 29th Avenue, Portland 11, Oregon , account have been satisfied to date.

I truly regret having inconvenienced Mr. Ayers in this situation but did not realize that I would have to send a formal release as I had never filed a written formal demand. Please accept my apology at this time.

Yours truly,

Mrs Ralph Koon

REFERRED TO
BY SECRETARY

[illegible]

MAILED ON
1-24-53

RECEIVED
53
FOR FILING

Lewis

21 - 173

30

January 30, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter dated January 24th from the Junction City Gravel Company in which they wrote as follows:

> "All interest we may have had in the Rex C. Ayers, 7305 NE 27th Avenue, Portland 11, Oregon, account have been satisfied to date."

This appears to be the claim received in this office on December 5, 1951 by telephone from the Florence Gravel Co., which we understand is owned by the same party as the Junction City Gravel Company. The claim they filed with us was for $3,000.00 concerning which we notified ~~the~~ your Company on December 5, 1951.

We have asked the Company to advise us if their release of claim was placed for some project other than State Highway Contract #3510, which was awarded to Rex C. Ayers Construction Company for grading and paving the Florence Section of the Oregon Coast Highway in Lane County.

This information is furnished as your Company appears as surety on the performance bond furnished with Contract #3510.

Very truly yours,

Secretary

WAQ:dc
cc: Warner M. Bruce
cc: C. A. Toussaeno & Sons
cc: Rex C. Ayers Construction Co.

NOTED ON CARD

1-30-53

RECEIVED
JAN 28 1953
FOR FILING

26-107[illegible]

Mrs Lewis

January 26, 1953

State Industrial Accident Commission
Public Service Bldg.

Attention: Mr. H. E. Osborn
Assistant Commissioner

Gentlemen:

Thank you very kindly for your letter of January 21 confirming a telephone conversation in which we were advised that the claim against Rex C. Ayers Construction Company in the amount of $532.32 against State Highway Contract No. 3510 had been paid in full.

We have already notified the contractor and the surety that the claim has been cleared in our office.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

1-26-53

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION Collections

January 21, 1953

REFERRED TO Glaisyer - the [illegible]
BY SECRETARY
mail letter;
record in card

Oregon State Highway Department
State Highway Bldg.
Salem, Oregon

Re: Firm # 170630
Rex C. Ayers
Claim of Industrial Accident
Commission Highway Contract # 3510

Attn: H. B. Glaisyer

Dear Mr. Glaisyer:

In accordance with your letter of January 16, 1953, concerning our claim against Mr. Rex C. Ayers. Please be advised Mr. Ayers paid the amount of $532.32, on December 26, 1952, and that the Industrial Accident Commission has no further claim against Mr. Ayers on Highway Contract number 3510.

We regret that we were negligent in forwarding this information to you. We hope that in the future we may be more prompt.

Very truly yours,

COLLECTIONS DIVISION

H. E. Osborn
Assistant Commissioner

JSF/nc

RECEIVED
JAN 22 1953
OREGON
STATE HIGHWAY COMMISSION

1-21-53, [illegible]

RECEIVED
JAN 28 1953
FOR FILING

Lewis

— 107

3510

January 16, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

On January 15, 1953, we were advised by Mr. J. S. Fullerton, Collections Agent for the State Industrial Accident Commission, that their claim against Rex C. Ayers Construction Company in the sum of $532.32 was paid on December 26, 1952. This claim was filed in our office and your Company was notified on September 22, 1952. The claim is in connection with Contract No. 3510, awarded to Rex C. Ayers Construction Company for grading and paving the Florence Section of the Oregon Coast Highway, Lane County.

This information is furnished as your Company appears as surety on the performance bond provided with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md

cc - Mr. Warner H. Bruce
1411 Fourth Avenue Building
Seattle, Washington
C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon
Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland 11, Oregon

1-16-53

RECEIVED
JAN 28 1953
FOR FILING

20-[illegible]

3510

[illegible]

January 16, 1953

State Industrial Accident Commission
Public Service Bldg.

Attention: Mr. J. S. Fullerton

Gentlemen:

Thank you for your telephone information of yesterday advising that the State Industrial Accident Commission have received payment of their claim against Rex C. Ayers Construction Company on Contract No. 3510. This claim we have listed in our records as being in the sum of $532.32.

So that we may complete our records in this matter, will you kindly write us a short letter advising that the claim has been paid.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

~~[illegible]~~-53[illegible]

Mr. Glaisyer:

NOTED
H. B. GLAISYER 1-15-53

Mr. J.S.Fullerton, Collections Agent of the S.I.A.C., called me at 3:40 to notify us their claim against Rex C.Ayers Construction Co., in the sum of $532.32, was paid Dec. 26,1952. He also promised in the future to notify at once when claim settlements were made as I explained it was most important that we receive this information.

gl

I have put this notation on the card

REFERRED TO Glaisy BY SECRETARY

Prepare memo letter re phone Fullerton and ask for letter of confirmation.

HBS

1-15-53 gl

5. MISCELLANEOUS - Cont.

j. Consider request of Mr. Ernest R. Blair, Secretary of the Waldport Chamber of Commerce for a reduced speed zone on the Oregon Coast Highway (US 101) south of Waldport, and for improvement of shoulders in that area. Engineer recommends establishment of a 45 mile per hour speed zone us US 101 between south city limits of Waldport and Patterson Park, contingent upon the State Speed Control Board's passing a 45 mile per hour speed zone on this highway between south city limits of Waldport and Maple Street in Waldport; also Engineer recommends request for improvement of shoulders be denied.

k. Consider request of Mr. Michael E. Fitzpatrick, Salem, for extension of the existing 45 mile per hour speed zone on the Silver Creek Falls Highway (ORE 22) from its terminus at Macleay Road easterly to Cottage Farm. Engineer recommends deny.

l. Secretary's report on papers signed in behalf of the Commission during the period

m. Consider matters of unfinished business appearing on the Secretary's Summary dated November 25, 1952.

n. Adopt resolution lifting existing load limit on the Owyhee River Bridge at Nyssa in Malheur County, effective December 22, 1952.

o. Petition from residents of Tillamook for designation of a 25 mile per hour speed zone on US 101 between the north city limits of Tillamook and Dougherty Slough Bridge. Engineer recommends designation of a 40 mile per hour speed zone.

p. Request of citizens of Yachats, Lincoln County, that provision be made for protecting school children and pedestrians along US 101 in Yachats. Engineer recommends establishment of reduced speed zone and removal of dirt bank on east side of highway to improve sight distance.

RECEIVED
JAN 12 1953
FOR FILING

20-1-15

R

January 9, 1953

Mr. Rex C. Ayers
c/o Ayers Construction Company
General Contractors
7305 N. E. 29th Street
Portland 11, Oregon

Dear Mr. Ayers:

Our Accounting Department has referred to me your letter of January 5, 1953 regarding payment of the final and post final estimates in connection with State Highway Contract No. 3510 for grading and paving the Florence Section of the Oregon Coast Highway.

Our records disclose that the job was completed on June 6, 1952 and was accepted by the Highway Commission on August 18, 1952; however, payment of the final and post final amounts has not been made because of outstanding claims that are on record in this office, it being strictly contrary to the established policy and practice of the Highway Commission to release the final payment in connection with any job until the claims have been satisfied.

Our records reveal the following claims: Florence Gravel Company for gravel furnished in the amount of $3,000; State Industrial Accident Commission for contributions in the amount of $532.32; Martin Petersen claim for rock in the amount of $1,321.68; Shell Oil Company in the amount of $1,104.19.

Recent communications from each of the above claimants are to the effect that their claims have not been satisfied. We shall be pleased to release the final and post final payments to you in connection with this job upon receipt of information to the effect that satisfactory disposition has been made of the claims listed above. The information should be in the form of a receipt signed by the claimants.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison

21880-469-
20053-4246-36

AYERS CONSTRUCTION COMPANY

General Contractors

Phone: TRinity 8048 7305 N. E. 29th Street PORTLAND 11, Ore.

REFERRED TO
O. H. MAISON, Manager
ACCOUNTING DIVISION

January 5 1953

Oregon State Highway Dept.
Accounting Dept.
Salem, Oregon

Re. Contract 3510
Florence, Ore. 1951

Dear Sirs.

In regard to the above contract, I should like to be advised as to the delay in payment, post and final, since it has been at least sixty days since voucher was signed by me and as to date no reply has been received.

Your immediate attention in regard to this matter shall be greatly appreciated for my obligations are commanding of consideration and deserving of respect.

Sincerely yours,
Rex C. Ayers.

RCA/aa

S.F. + final comp. 4,246.36 warrant being held acct claims
Post final 469.08 warrant " " "

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 2, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3510	10-Post-final	Rex C. Ayers Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21880	B-54464	$ 469.08	Dec. 1, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: tp Kime 6, 1952 without penalty

Completion Date: June 6, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record outstanding

Remarks:

This warrant was mailed to US Nat'l Bank Union Ave. Br. - 5505 N.E. Union Ave. Port - as per Mr. Glaisyer's letter to Ayers; cc of which is on file - to attention of Mr. Garg
M

Date: 7-24-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

7-24-53

RECEIVED
NOV [illegible] 1952
FOR FILING

R

Mrs Lewis

November 19, 1952

Mr. R. H. Forbes
Division Credit Manager
Shell Oil Company
1220 S. W. Morrison Street
Portland 5, Oregon

Dear Mr. Forbes:

I have just received your letter of November 17, 1952, signed by Mr. R. C. Green, advising that the Shell Oil Company's claim against Rex C. Ayers Construction Company, contractor for construction of the Florence Section of the Oregon Coast Highway, has not as yet been satisfied, and you inquire whether or not the Highway Commission will honor a form of "Assignment and Order to Pay", a copy of which was enclosed in your letter.

The Highway Commission will not honor an assignment in the form you have suggested, but generally it does honor them if presented in proper form and provided the surety on the contract bond will consent in writing to such an assignment without prejudice to the bond. We have a standard form that we use for this purpose, a copy of which I enclose.

There are a number of claims filed against this contract and I doubt if the surety would give his consent on the assignment of the funds available to Shell Oil Company; moreover, because of the outstanding claims, we cannot honor an assignment with any of the funds except to the surety on the contract bond and then only if such surety indemnifies the State of Oregon and the State Highway Commission from liability in connection with such claims on record with the State Highway Department. We are withholding final settlement with Rex C. Ayers Company pending settlement of the claims.

I would suggest that if you have not already done so that you file formal notice of your claim with the Secretary of State in conformity with the provisions of the statutes covering such matters. I enclose a copy of the law referred to.

Respectfully yours,

NOTED ON CARD
11-19-52 g

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: F. Query

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE ATWATER 7321

November 17, 1952

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

This will refer to your letter dated November 10, 1952, regarding Rex C. Ayers Construction Company. To date we have not received payment of our account of $1104.19 in connection with Oregon State Highway Project No. 3510.

If we could obtain Mr. Ayers' signature on an Assignment and Order to Pay, as per sample attached, would it be possible for you to accept the order and pay us direct?

Yours very truly,

R. H. Forbes
Division Credit Manager

RHF:MW

Attachment

RECEIVED
[illegible] 1952
[illegible]
[illegible] COMMISSION

11-17-52

Date ____________________

SHELL OIL COMPANY
1220 S. W. Morrison
Portland 5, Oregon

Gentlemen:

ASSIGNMENT AND ORDER TO PAY

For a valuable consideration, receipt whereof is hereby acknowledged, undersigned ____ (hereinafter called "Assignor", whether one or more) hereby assigns to you the sum of ____ Dollars out of any moneys which are now owed or may hereafter be owing to Assignor from ____ of ____ (hereinafter called "Payor", whether one or more).

Payor is hereby directed and authorized on your demand to pay up to the said amount to you or to your order and to charge all such payments to Assignor's account. This assignment does not in itself amount to a discharge of any part of Assignor's indebtedness to you, nor does it in any way release Assignor from Assignor's obligation to you except to the extent of the amount paid by said Payor to you or to your order under this assignment.

Witness: ________________________

____
____
Assignor

PAYOR'S ACCEPTANCE

The undersigned Payor above named, hereby acknowledges receipt of copy of the above assignment and order to pay and agrees to honor same for the amount of ____ Dollars therein assigned, to the extent of moneys now owed or hereafter owing from Payor to the said Assignee, subject only to Payor's prior claim against Assignor and to prior assignments or orders made by Assignor and heretofore filed with Payor, if any. There are no such prior claims, assignments or orders as of the date hereof except: ____ (Here ____ list names and amounts. If none, write "None"). Payor's present indebtedness to Assignor is ____ Dollars.

Payor agrees to promptly notify Shell Oil Company in the event that the Assignor ceases to do business with Payor.

Dated this ________ day of ____________________, 19____.

____

RECEIVED
FOR FILING

MARTIN PETERSEN · Contractor

BULLDOZING SHOVELING TRUCKING

Phone 18F14 FLORENCE, OREGON

20-1322

3510

November II, 1952

Oregon State Highway Commission.
Salem
Oregon

Dear Sir;

This is to advise you that the Rex C. Ayers Construction Co. in connection with contract No. 35I0 has not payed his claim with us. The amount due is $I,32I.68

Very truly yours,

Martin Petersen

Martin Petersen

REFERRED TO
BY SECRETARY

F QUERY

RECEIVED
NOV 12 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
11-11-52 gl

R

RECEIVED
NOV 1952
FOR FILING

21-1073

3510

November 10, 1952

Martin Petersen, Contractor
Florence
Oregor

Dear Sir:

Our records show a claim filed by you for rock furnished to the Rex C. Ayers Construction Company in connection with Contract No. 3510, for grading and paving on the Florence Section of the Oregon Coast Highway, in the amount of $1,321.68.

Will you please advise this office by return mail whether or not this claim has been satisfied, as we are prepared to make final settlement with the contractor on this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

11-10-52, g

RECEIVED
NOV 1952
FOR FILING

R

[illegible]

November 10, 1952

Shell Oil Company
1220 S. W. Morrison St.
Portland 5, Oregon

Gentlemen:

We have on record in this office a claim filed by you against Rex C. Ayers Construction Company in connection with State Highway Contract No. 3510, for grading and paving on the Florence Section of the Oregon Coast Highway in Lane County. This claim, in the amount of $1,104.19, is for petroleum products furnished by your Company.

Please advise this office at once whether or not this claim has been satisfied as we are prepared to make final settlement with the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
11-10-52 g

RECEIVED
FOR FILING
[illegible]
3510

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 29, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3510	8 & 9 Final	Rex. C. Ayers Constr. Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20058	R-52822	$ 4,246.36	10/28/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

This warrant
was mailed to US Natl Bk
union ave Br. to attention
of Mr. Gard 5-5-15
union ave. Port.

Specified Completion Date: Oct. 31, 1951

Time Extensions: to June 6, 1952 without penalty

Completion Date: June 6, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 7-24-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

aaWahlander

7-24-53

RECEIVED
[illegible]
FOR FILING

[illegible]

3510

Mrs Rivis

October 14, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from Martin Petersen of Florence in which he states that the Rex Ayers Construction Company owes him $1,321.68 for rock furnished on the Florence Highway project. According to our records, this appears to be State Highway Contract No. 3510 for grading and paving the Florence Section on the Oregon Coast Highway in Lane County.

This information is passed on inasmuch as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 10/13

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland 11, Oregon

NOTED ON CARD
10-14-52

RECEIVED
FOR FILING

20-1073

325

Mrs Lewis

October 14, 1952

Martin Petersen, Contractor
Florence, Oregon

Dear Sir:

Rex C. Ayers Construction Company to date have not received final payment on State Highway Contract No. 3510 for grading and paving on the Florence Section of the Oregon Coast Highway in Lane County.

Continental Casualty Company through C. A. Tomassene and Sons, 614 Wilcox Building, Portland 4, furnished the performance bond with this contract which was completed June 6, 1952, and accepted by the Commission October 8, 1952.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in so doing we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, your claim will be noted in our records and we will advise the contractor and the bonding company that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 10/13
Attach.

NOTED ON CARD

R

MARTIN PETERSEN · Contractor

BULLDOZING SHOVELING TRUCKING

Phone 18F14 FLORENCE, OREGON

Oct. 10, 1952

3510

State Highway Commission
Salem, Oregon.

Dear Sir;

I would like to know if the Rex Ayers Construction have received their finals on the Florence Highway Project, as I still have $1321.68 due me for rock furnished for the job. Would you let me have the **name** of the Bonding Co. that furnished Bond for the job.

Thanking you very much,

Yours very truly,

Martin P. Petersen

RECEIVED
OCT 1[illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
FOR FILING

[illegible]
3510

Mrs Lewis -R

October 14, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Shell Oil Company against Rex C. Ayers Construction Company. This claim, which is for petroleum products furnished to the contractor on the Florence Section of the Oregon Coast Highway in Lane County, State Highway Contract No. 3510, is in the amount of $1,104.19.

This information is furnished inasmuch as the Continental Casualty Company appears as surety on the contract as described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington
C. A. Tomaszene & Sons
614 Wilcox Building
Portland 4, Oregon
Rex C. Ayers Construction Company
7305 N. E. 29th Avenue
Portland 11, Oregon

NOTED ON CARD
10-14-52

SHELL OIL COMPANY
[illegible] S. W. Morrison Street
Portland 5, Oregon

Telephone Atwater 7321

October 9, 1952

Secretary of State
Salem, Oregon

Dear Sir:

NOTICE IS HEREBY GIVEN that the undersigned, Shell Oil Company, has a claim in the sum of One Thousand One Hundred Four and 19/100 ($1104.19) Dollars against the bond taken from Rex C. Myers, as principal, and Continental Casualty Company, as surety, for the work of grading and paving of a section of Oregon Coast Highway, near Florence in Lane County, Oregon State Highway Project [illegible].

Said claim is for petroleum products delivered to Rex Myers Construction Company, in the construction of said above described job.

In the event said Claim is not settled and paid without an action in the courts to enforce the same, in addition to above item undersigned claims the sum of Two Hundred Fifty ($250.00) Dollars as attorney's fees and costs.

Dated this 9th day of October, 1952.

SHELL OIL COMPANY

By R. M. Forbes

State of Oregon)
County of Multnomah) ss

R. M. Forbes, being sworn upon oath, deposes and says: that the above statement and claim is just, true and correct; that the labor or material therein charged was actually rendered or furnished as therein stated and that no part of the same has been paid, and the labor or material therein charged was for the benefit of said principal and sureties and the State of Oregon.

R. M. Forbes

Subscribed and sworn to before me
this 9th day of October, 1952.

[illegible]

cc - [illegible]
Continental Casualty Co., c/o C. R. Tomlinson & Sons
[illegible], Portland

(mab)

[illegible]
File No. [illegible]
Filed October 1[illegible], 1952
Earl T. Newbry, Secretary of State

RECEIVED

FOR FILING

20-1077

35[illegible]

Mrs Lewis

October 14, 1952

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter of October 10th to which was attached three copies of a claim filed with your office by the Shell Oil Company against Rex C. Ayers. This claim, which is in the sum of $1,104.19, is for petroleum products furnished to the Rex C. Ayers Construction Company on State Highway Contract No. 3510, your file No. 3348.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

10-14-52

1859

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Oct. 10, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have received and filed as of this date a notice of claim by Shell Oil Company, for petroleum products furnished in the amount of $1104.19, against the bond taken from Rex C. Ayers, Principal, and the Continental Casualty Company, Surety, for the work of grading and paving of a section of Oregon Coast Highway, near Florence in Lane County, Oregon State Highway Contract No. 3510, our file No. 3348.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
SECRETARY OF STATE

By Edith [illegible]

Clerk
Filing Dept.

NF:M
Enc.

RECEIVED
OCT [illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OC [illegible]
FOR FILING

20-1092

3510

Salem, Oregon
September 29, 1952

Florence Section
Contract No. 3510

Mr. H. G. Smith

I will approve additional payment of $0.053 per cubic yard, or a total of $469.08, to Rex Ayers, by reason of the 26.25% underrun of his bid item on general excavation.

You will please arrange, either through your office or through Mr. Edwards, to have a price agreement prepared and executed by Mr. Ayers, in which it shall be clearly understood that payment of the $469.08 is in final settlement of all claims on the project.

W. C. Williams

WCW:me

FORM E-90 37,500 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September [illegible]th, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Rex Ayers' claim on the Florence Section, Contract #3510, I asked Mr. Clymer to go into the entire matter, with particular reference to the footage in the sidewalks and the cubic yards in the concrete nosings, of which Mr. Ayers was very pronounced in his criticism.

Both these items are easily measured on the ground at this time, and Clymer reports that the quantities allowed are correct. He feels, however, that it would be fair to allow him an adjustment for his moving in costs which had to be spread over the lessened yardage on the job. This would amount to $0.053 per yard, or $469.08. I recommend you offer this amount to Mr. Ayers to see if we can effect a settlement.

Mr. Clymer's letter is attached.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

RECEIVED
[illegible] 1952
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50 37,500 4-52 55505

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23rd, 1952

SUBJECT: Claim on Florence Section
Contract #3510

To: Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Mr. Rex Ayers of the Rex Ayers Construction Company, contractor on the Florence Section of the Oregon Coast Highway, Contract No. 3510, complained about some of the final quantities. I met the resident engineer, Mr. C. C. McKinney, at Florence, and we remeasured sidewalks, curbs and nosings and found the final estimate to be correct. The contractor questioned the following items:

1. General Excavation:

Bid on 12,000 cu. yds. Final quantity was only 8,850.6 cu. yds. Underran bid quantity by 26.25%.

The estimated net quantity, 10,798 cu. yds., plus 10%, or 12,000 cu. yds. bid quantity apparently was figured high, as the only major change in the excavation was in changing slope in one major cut from a 1:1 to a 1½:1, which should have increased the quantity so that the final quantity would be higher than the net bid quantity.

The general excavation was nice, sandy material, and the contractor should have made an excellent profit at the bid price of $0.90 per cu. yd., but he had three contracts under construction at one time and did not push this job very fast; therefore, he did not make as much profit as he should have.

The contractor may have some justification in claiming additional compensation on general excavation due to the large underrun which in turn caused an underrun of 50.2% on short overhaul and an underrun of 68.2% on long overhaul.

It cost the contractor approximately $1,800.00 to move his equipment on and off the job, and if the general excavation had been 12,000 cu. yds., the quantity bid on, the moving in and out cost would have been about $0.15 per cu. yd. The moving in and out cost based on the final quantity of 8,850.6 cu. yds. was about $0.203 per cu. yd., or an increase in cost of moving amounting to $0.053 per cubic yard.

The contractor may be entitled to an adjustment of $0.053 per cu. yd. for the 8,850.6 cu. yds. moved, or $469.08.

2. Structural Excavation:

Bid on 1,300 cu. yds. Final quantity was 995.9. Underran bid quantity by 25.4%

The estimated net quantity of structural excavation, 1,168 cu. yds., plus 10%, or 1,300 cu. yds., bid quantity apparently was figured high, as there was no major change in the plans in performing the work.

Most of the structural excavation was dug with the same equipment used on general excavation, and the allowance for moving equipment on and off the job for general excavation will also cover structural excavation.

3. Concrete Sidewalks:

Net quantity 2,166 sq. yd. Bid quantity 2,400 sq. yds. Final quantity was 2,029.14 sq. yds. Underran bid quantity 15.4%.

The original plans for sidewalks did not allow for a 4-foot warp from end of sidewalk to the edge of pavement at cross streets and driveways. In actual construction the concrete sidewalks were ended 4 feet from edge of pavement at side streets and driveways and then extended and warped to fit with asphaltic concrete.

There were 28 driveways and cross streets, at each of which the length of sidewalk was reduced 8 feet. Also, one cross street was widened from 20 feet to 30 feet; 3 driveways were widened from 16 feet to 25 feet, and one 20-foot driveway was added. These changes reduced the amount of 5-foot concrete sidewalk required by 281 lin. ft., or 156 sq. yds., which if added to the final pay quantity, 2,029 sq. yds., equals 2,185 sq. yds. and is very near the net quantity, 2166 sq. yds., originally specified.

The quantity of concrete sidewalk was reduced, but this was compensated for by the increase in asphaltic concrete required.

4. Concrete Nosings:

The contractor questioned the quantity of concrete that he was paid for in concrete nosings. He said that he poured 11 cu. yds. at Station 39 and 9 cu. yds. at Station 42.

Apparently the contractor considers the whole island as nosing, as a recheck on the two islands questioned shows that the contractor was paid as follows:

Island at Sta. 37+78 to Sta. 39+50:

7.8	cu. yd. in curb
0.61	" " " nosing Station 37+78
2.54	" " " " " 39+50
10.95	cu. yd. total in island

This checks closely the 11 cubic yards the contractor claims he poured at Station 39+00.

Island at Sta. 40+28 to Sta. 42+28.5:

5.62 cu. yd. in curb
0.82 " " " nosing Station 40+28
2.45 " " " " " 42+28.5
8.89 cu. yd. total in island

This checks closely the 9 cubic yards that the contractor claims he poured at Station 42.

There is no error in the measurement and computation of concrete nosings.

Very truly yours,

E H Clymer
E. H. Clymer
Cost Analyst

EHC:AR

RECEIVED
1952
FOR FILING

20-1093

Mrs Lewis

September 24, 1952

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

We acknowledge with thanks your letter of September 22nd to which was attached three copies of a claim filed with your office by the State Industrial Accident Commission against Rex C. Ayers.

This claim is in the sum of $532.32 for contributions due the Accident Commission under State Highway Contract No. 3510, your file No. 3346.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
9-24-52

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

September 22, 1952

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date, a notice of claim by State Industrial Accident Commission for contributions in the sum of $532.32, against the bond taken from Rex C. Ayers, principal and the Continental Casualty Company, surety, for the work of grading and paving on the Florence section of Oregon Coast Highway at Florence according to Oregon State Highway Commission Contract No. 3510. Our file No. 3348.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
SECRETARY OF STATE

E Libby

By Clerk
Filing Dept.

NF:K
Enc.

RECEIVED
SEP 23 1952
OREGON
STATE HIGHWAY COMMISSION

[illegible] ON CARD
[illegible]

RECEIVED
SEP [illegible] 1952
FOR FILING

Mrs Lewis

September 24, 1952

Industrial Accident Commission
Public Service Bldg.

Attention: H. E. Osborn

Gentlemen:

This is to acknowledge your letter of September 19 in which you declare a claim against Rex C. Ayers for contributions due your Commission in the amount of $532.32 in connection with his operations on State Highway Contract No. 3510 for grading and paving the Florence Section of the Oregon Coast Highway in Lane County.

In today's mail we also received from the Secretary of State a copy of the same claim which had been filed by your Commission with the Secretary of State.

This information is being passed on to the surety and the contractor and will be noted also in our records.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
9-24-52

INDUSTRIAL ACCIDENT
COMMISSION

COLLECTIONS DIVISION
H. E. OSBORN, ASSISTANT COMMISSIONER

SALEM, OREGON

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

September 19, 1952

Re: Firm # 170630
Rex C. Ayers, General Contractor

Oregon State Highway Commission,
State Office Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission has a claim for contributions in the sum of $532.32 based on payroll reports through April 30 1952, against the bond taken from Rex C. Ayers and surety, Continental Casualty Company, for the work of grading and paving on the Florence section of Oregon Coast Highway at Florence according to Oregon State Highway Commission contract number 3510.

The amount stated above is substantiated by an audit through December 31, 1951 and is believed to be the total amount due unless discrepancies are discovered in Mr. Ayers subsequent reports.

STATE INDUSTRIAL ACCIDENT COMMISSION

H. E. Osborn
Assistant Commissioner

JSF:nc

CC-Secretary of State,
Capitol Building
Salem, Oregon
CC-C. A. Tomassene & Sons
Continental Casualty Company
614 Wilcox Building
Portland, Oregon

query: [illegible]

RECEIVED
SEP 24 1952
FOR FILING

20-1072

Mrs Lewis

September 24, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the State Industrial Accident Commission against Rex C. Ayers. This claim is in the sum of $532.32 and is for contributions due the Accident Commission in connection with Mr. Ayers' operations on State Highway Contract No. 3510 for grading and paving the Florence Section of the Oregon Coast Highway in Lane County.

We provide this information as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

C. A. Tomassens & Sons
614 Wilcox Building
Portland 4, Oregon

Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland 11, Oregon

NOTED ON CARD
9-24-52

September 19, 1952

Re: Firm # 17[illegible]
Rex C. Ayers, General Contractor

Oregon State Highway Commission,
State Office Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission has a claim for contributions in the sum of $532.32 based on payroll reports through April 30, 1952, against the bond taken from Rex C. Ayers and surety, Continental Casualty Company, for the work of grading and paving on the Florence section of Oregon Coast Highway at Florence according to Oregon State Highway Commission contract number [illegible].

The amount stated above is substantiated by an audit through December 31, 1951 and is believed to be the total amount due unless discrepancies are discovered in Mr. Ayers subsequent reports.

STATE INDUSTRIAL ACCIDENT COMMISSION

J. S. Osborn
J. S. Osborn
Assistant Commissioner

JSF:nc

CC-Secretary of State,
Capitol Building
Salem, Oregon
CC-C. A. Tomassene & Sons
Continental Casualty Company
614 Wilcox Building
Portland, Oregon

RECEIVED
File No. [illegible]
Filed-September [illegible]
EARL T. NEWBRY, Secretary of State.

RECEIVED
SEP 23 1952
FOR FILING

20-1073

3510

mrs Lewis

September 18, 1952

Umpqua River Navigation Company
Reedsport, Oregon
Attention: Mr. C. E. McAlister

Gentlemen:

We acknowledge with thanks your letter of September 17, stating that you have received payment in the sum of $467.50 in settlement of your claim against Rex C. Ayers Construction Company on State Highway Contract No. 3510.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
9-18-52 je

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

Sept. 17, 1952.

Oregon State Highway Commission
Salem
Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

Please be advised that as of today we are in receipt of check in the sum of $467.50, in settlement of our claim for material furnished the Rex C. Ayers Construction Co., on the Florence section of the Oregon Coast Highway, your Contract No. 3510.

Yours very truly,

UMPQUA RIVER NAVIGATION COMPANY

C. E. McAlister
Office Manager.

arb.

[illegible]
BY SECRETARY
[illegible]

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
SEP 23 1952
FOR FILING

Mrs Lewis

[illegible]

3510

September 18, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from the Umpqua River Navigation Company, dated September 17, in which they write as follows:

> Please be advised that as of today we are in receipt of check in the sum of $467.50, in settlement of our claim for material furnished the Rex C. Ayers Construction Co., on the Florence section of the Oregon Coast Highway, your Contract No. 3510.

We pass this information on to your Company inasmuch as it appears as surety on the performance bond furnished with Contract No. 3510.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PA:sd

cc - Mr. Warner M. Bruce
1217 Fourth Avenue Building
Seattle, Washington

C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland 11, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

[illegible]

3510

CF CF

September 12, 1952

Shell Oil Company
1220 S. W. Morrison Street
Portland 5, Oregon

Attention: Mr. R. H. Forbes

Gentlemen:

Final payment on State Highway Contract No. 3510 to Rex C. Ayers Construction Company is in the amount of $4,246.36 and is to be paid on or after September 20, providing that certain claims against the contract have been satisfactorily adjusted.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RECEIVED
SEP 11 1952
STATE TAX COMMISSION
INCOME TAX DIV.

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON
TELEPHONE ATWATER 7321

September 10, 1952

Oregon State Highway Commission
Salem, Oregon

7,341.36

Gentlemen:

Please advise the amount still due, Rex C. Ayers, principal on Contract #3510.

If final settlement has not as yet been made, please let us know about when payment will be made.

Very truly yours,

P C Hickey
for R. H. Forbes
Division Credit Manager

PCH:SN

RECEIVED
SEP 12 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
2C-1073

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

September 12, 1952

Oregon State Highway Commission
Salem
Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

Our claim against the Rex C. Ayers Construction Co. in the amount of $467.50 has not been paid. This claim is for material furnished on the Florence section of the Oregon Coast Highway, Contract No. 3510.

Yours very truly,

UMPQUA RIVER NAVIGATION CO.

C. E. McAlister
Office Manager

mc

9

RECEIVED
[illegible] 1952
FOR FILING

3510

September 11, 1952

Umpqua River Navigation Company
Reedsport
Oregon

Gentlemen:

There is a claim filed by you in this office against Rex C. Ayers Construction Company's contract No. 3510, covering the Florence Section of the Oregon Coast Highway in Lane County, for materials furnished in the amount of $467.50.

Please advise us at once as to whether or not this claim has been satisfied.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

[illegible] ON CARD
[illegible]

RECEIVED
1952
FOR FILING

September 11, 1952

Florence Gravel Company
Junction City
Oregon

Attention: Mr. Ralph Koon

Gentlemen:

Our records disclose a claim filed by you against Rex C. Ayers Construction Company's contract No. 3510, covering the Florence Section of the Oregon Coast Highway in Lane County, for gravel furnished in the amount of $3000.00.

Please advise this office at once as to whether or not this claim has been satisfied.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

[illegible]

RECEIVED
FOR FILING

September 10, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3510 for work performed on the Florence Section of the Oregon Coast Highway in Lane County was completed by the contractor, Rex C. Ayers Construction Co., on June 6 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $4,246.36 will be released to the contractor on or after September 20, 1952 providing all claims have been satisfied and this office advised. The total contract amount is $129,848.20, of which amount $387.94 represents force account items.

There are two claims filed against this project, of which you have been previously notified, as follows:

Florence Gravel Co., for gravel,	$3000.00
Umpqua River Navigation Co., materials,	$467.50

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

9-10-52, gl

RECEIVED
SEP 9 1952
FOR FILING

September 9, 1952

Rex C. Ayers Construction Co.
7305 N. E. 29th Ave.
Portland 11, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 189 days, from October 31, 1951 to June 6, 1952, within which to complete your contract No. 3510 for grading and paving on the Florence Section of the Oregon Coast Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Curtis C. McKinney,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
TUCHBREITER
PRESIDENT
OCT 14 1952
FOR FILING

20-1073

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

September 3, 1952

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Re: Bond #919867
Florence Section of the Oregon
Coast Highway in Lane County
Contract No. 3510

This will acknowledge receipt of your letter dated August 27 to the effect that the Umpqua River Navigation Company of Reedsport, Oregon, has advised you of a claim for $467.50 against Rex C. Ayers Construction Company for materials alleged to have been furnished on the above project.

This matter is receiving our attention and we wish to thank you for giving us this information.

Yours very truly

M. H. West

M. H. West, Asst. Supt.
Surety Claim Dept.

MHW/ln

cc: Mr. Warner Bruce
Northwest Claim Dept.
Seattle, Wash.

Mr. Dan Flood
Oregon Claim Dept.
Portland, Oregon

RECEIVED
STAT[illegible] [illegible] [illegible]SSION

RECEIVED
AUG 27 1952
FOR FILING

August 27, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter dated August 21 from the Umpqua River Navigation Company, Reedsport, Oregon, advising that the Rex C. Ayers Construction Company owes them $467.50 for materials furnished on State Highway Contract No. 3510 for grading and paving the Florence Section of the Oregon Coast Highway in Lane County. No other details were furnished by the claimant.

We pass this information on to your Company inasmuch as it appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland 11, Oregon

NOTED ON CARD

RECEIVED
AUG 27 1952
FOR FILING

August 27, 1952

Umpqua River Navigation Company

Reedsport, Oregon

Gentlemen:

This is to acknowledge your letter of August 21 in which you state that the Rex C. Ayers Construction Company owes you $467.50 for materials furnished on State Highway Contract No. 3510 awarded to the Rex C. Ayers Construction Company for grading and paving the Florence Section of the Oregon Coast Highway in Lane County. This contract was completed June 6 and accepted by the Commission on August 18, 1952. Final payment to date has not been made.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience we have attached excerpts from the Oregon Laws outlining the necessary procedure.

The surety on this contract who furnished the bond assuring completion of the job and payment of all bills incurred in connection with it is the Continental Casualty Company through C. A. Tomassene and Sons, 614 Wilcox Building, Portland 4. It may be that you might wish to also notify the surety, although we will advise them that the claim has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 8/26
Attach.

NOTED ON CARD

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

August 21,1952.

H. B. Glaisyer, Secretary
State Highway Commission,
Salem, Oregon.

Re: Ayers Construction Co.
Contract 3510 -
Florence, Oregon.

Dear Mr. Glaisyer:

Our records show that the Rex Ayers Construction Co., as of January 1, 1952, owes us in the amount of $467.50 for materials furnished on the above named contract.

Yours very truly,

UMPQUA RIVER NAVIGATION COMPANY.

H R Morris

H. R. Morris, Manager.

HRM:arb

CC C. A. Tomassene & Co.,
614 Wilcox Bldg.,
Portland 4, Oregon.

Ayers Construction Co.,
7305 N. E. 29th Ave.,
Portland, Oregon.

[illegible]
BY SECRETARY

[illegible]

[illegible] IN PART

RECEIVED
1952
FOR FILING

3510

August 13, 1952

Oregon State Highway Commission

Request for extension of time
No. 12
August 18 and 19 meeting

Gentlemen:

Herewith is a request from Rex C. Ayers Construction Company for an extension of time on Contract No. 3510, Florence Section of the Oregon Coast Highway, from October 31, 1951 to June 6, 1952.

The contract was completed, with the exception of the top course of paving and some approaches, by the specified completion date. Delay on the balance of the work was caused by the inability of the contractor to secure sufficient aggregate from local rock-producing plants in the Florence area. Ultimately, sufficient material to complete the project was loaned to the contractor from state piles; however, bad weather had set in by the time the negotiations for the material had been completed, and it was necessary to carry the project over into the 1952 season.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP: me

Enclosure

cc Mr. H. G. Smith

RECEIVED
JUL 31 1952
FOR FILING

20-[illegible]

3510

July 30, 1952

Shell Oil Company
1220 S. W. Morrison Street
Portland 5, Oregon

Attention: Mr. R. H. Forbes

Gentlemen:

This is in reply to your letter of July 29 concerning the status of Contract No. 3510 for grading and paving the Florence Section of the Oregon Coast Highway in Lane County.

This contract was completed June 6, 1952, but to date has not been accepted by the Commission, although it may be at the meeting August 18 and 19.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON
TELEPHONE ATWATER 7321

July 29, 1952

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please advise if Contract #3510, Rex C. Ayers, principal, has been completed.

If not completed, please advise when completion is expected.

Yours very truly,

P C Hickey
for R. H. Forbes
Division Credit Manager

PCH:el

RECEIVED
JUL [illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

FORM E-30X 25M 4-52 86906

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 25, 1952

SUBJECT:

To:

H. G. Smith
Construction Engineer

Dear Sir

Reply is made to a phone call from E. A. Pease concerning the reduction of previously estimated quantities on the Florence Project and Mr. McKinney's explanation as attached.

I have checked the quantities shown on the brackets and find them to total 7500 cubic yards; allowing 1200 cubic yards extra to cover the change of the slope would total 8700 yards which compares very favorably with the final total. I believe the discrepancy is chargeable to revision of the grading change from 9" base to 6" base and consequent reduction of quantity without proper correction of the quantity summary. This error could have been detected had the quantity shown on the brackets been checked more closely during construction.

Very truly yours

Tom Edwards
TOM EDWARDS
Division Engineer

TE:rw

NOTED
H. G. SMITH

RECEIVED
JUL 28 1952
OFFICE OF
CONSTRUCTION ENGINEER

INTERDEPARTM

OREGON STATE HIG

Williams:

For your information:

This in regard to complaint Ref Ayers made to you a couple of weeks ago

EOP.

FORM E-30 25M 6-49 32802

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

JULY 18,1952
REEDSPORT, OREGON

SUBJECT: 20-1073

To:
Mr. Tom Edwards

Division Engineer
Roseburg, Oregon

Dear Sir,

In reply to your phone call concerning the underrun on item No. 3 General Excavation on the Florence Project, Contract No. 3510:

It was not feasable to obtain the computed slope staked quantities during the course of the work on the project, because it was necessary to keep my small crew of aides on the field work at all times , and the underrun was not known until, after the project was paved.

The monthly estimates were prepared on the basis of the Distribution Quantities as shown on the plans, plus an estimated quantity of 1200c.y. additional to cover excavation for change of sand cut slopes from 1:1 to 1½:1.

The Distribution quantity of 10,798 c.y. shown on the plans was based upon slopes of 1:1, and the location Earth Work sheets indicated that this did not include any allowance. However, when the construction calculations were completed, using slopes 1½:1 it was learned that we had an 18.2 % underrun based on the Distribution Quantities and 26.4% underrun based on the Contract Bid Quantity.

The monthly estimates were as follows:

Estimate 1 July 10 6000 c.y.
2 Aug. 6000 c.y.
3 Sept. 10,000 c.y.
4 Oct. 11,200 c.y.
5 Nov. 12,000 c.y.
6 Dec. 12,000 c.y.
Semifinal - June 1952 8831.5 c.y.

Very Truly Yours,

Resident Engineer

E.C. McKinney

E.C. McKinney

RECEIVED
FOR FILING

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

NOTED
F. QUERY

July 17th, 1952.

Ayers Construction Co.,
7305 N. E. 29th Ave.,
Portland, Oregon.

Re: Oregon State Highway
Contract 3510
Florence, Oregon.

Attention Mr. Rex Ayers.

Gentlemen:

This letter is to remind you that your account in the amount of $467.50 is in arrears by seven months.

Will you please effect payment immediately in order that we may close this account. We are sending a copy of this letter to the Oregon State Highway Commission.

Very truly yours,

UMPQUA RIVER NAVIGATION CO.,

By

H. R. Morris.

HRM:arb.

CC Oregon State Highway Commission,
Attention Mr. S. H. Probert.

7-18-52

RECEIVED
JUL 18 1952
OREGON
STATE HIGHWAY COMMISSION

BY SECRETARY

NOTED ON CARD
7-17-52

RECEIVED
JUN [illegible] 1952
FOR FILING

June 19, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to Rex C. Ayers Construction Co. a portion of the funds heretofore retained by the Commission on contract No. 3510, for grading and paving on the Florence Section of the Oregon Coast Highway in Lane County.

This payment, in the amount of $30,956.24, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,884.59. The present payment will be released on or after June 30, 1952.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

6-19-52

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 14, 1952

Section Florence

Kind of work Grading and Paving

Highway Oregon Coast

Section prefix [illegible] 20-1073

Contractor Rex C. Ayers Construction Co.

Contract number 3510

Date of contract May 9, 1951, 19

Date of completion October 31, 1951, 19

Date work started June 16, 1951, 19

Estimated date of completion ..., 19

Amount of contract . . . . $ 134,408.00

Per cent of time elapsed 223.9 %

Estimated cost of completed project, exclusive of engineering . . . . $ 130,887.27

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date $ 15,044.88, 139.9 %

Date project was completed June 6, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Third notification on Completion of Project reported June 12, 1952.

Semi-final Estimate completed this week and forwarded to Division Office.

NOTED
H. G. SMITH

RECEIVED
JUN 16 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed C. C. McKinney

Address P.O. Box 654, Reedsport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.63	0.63			
Miles partially completed					
Miles completed	0.63	0.63			
Total estimated quantities	8831.5 cy	6494.0 ~~[illegible]~~ cy			6200.69 T
Estimated quantities moved or placed to date	8831.5 cy	6494.0 cy			6200.69 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Windy		
Monday	Showers		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Rair		
Friday	Fair		
Saturday			

6

RECEIVED
FOR FILING

20-1072

2510

W. C. Williams

NOTED
W. C. WILLIAMS

JUNCTION CITY GRAVEL CO.
Ralph Koon

Washed Sand and Gravel - Crushed Rock - Shovel and Dragline Work

Junction City, Oregon

January 24, 1952.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:

All interest we may have had in the Rex C. Ayers, 7305 NE 29th Avenue, Portland 11, Oregon, account have been satisfied to date.

I truly regret having inconvenienced Mr. Ayers in this situation but did not realize that I would have to send a formal release as I had never filed a written formal demand. Please accept my apology at this time.

Yours truly,

/S/ Mrs. Ralph Koon

RECEIVED
FOR FILING

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

3510

December 13, 1951

Oregon State Highway Department,
Salem, Oregon

Attention Mr. H. B. Glaisyer
Secretary

Gentlemen:

Re: Bond #918799, Rex C. Ayers Construction Co.
-to- Oregon State Highway Commission

This will acknowledge receipt of your letter dated December 5 with regard to an unpaid account of Rex C. Ayers Construction Company claimed by Florence Gravel Company of Junction City, for material furnished on State Highway Contract No. 3510 in connection with the Florence Section of the Oregon Coast Highway in Lane County. This matter is receiving our attention.

Yours very truly,

M. H. West

M. H. West, Asst. Supt.
Surety Claim Dept.

MHW:EJ

CC to Mr. Warner M. Bruce, Supt.
Northwest Claim Dept.,
Seattle, Wash.

CC to Mr. Dan Flood,
Oregon Claim Dept.,
Portland, Oregon

RECEIVED
FOR FILING

Mrs. Lewis

December 5, 1951

Florence Gravel Company
Junction City
Oregon

Attention: Mr. Ralph Koon

Gentlemen:

Mr. Lowell Shinn of the Accounting Division yesterday referred to us for reply your claim made by telephone conversation with Mr. Shinn concerning gravel furnished to Rex C. Ayers on the Florence job. It appears that your Company has furnished the contractor approximately $3,000 worth of gravel in grading and paving the Florence Section of the Oregon Coast Highway in Lane County, known to us as State Highway Contract 3510. This contract is not yet completed but probably will be in the forepart of next summer.

Each state highway contract is covered by a performance bond which assures satisfactory completion of the work and payment of all bills incurred in connection with the job. Continental Casualty Company provided the bond on this contract through their agent, C. A. Tomassene and Sons, 614 Wilcox Building, Portland 4. It is suggested that you refer your claim to the bonding company as they may be of assistance.

If you are not able to get satisfaction and if you wish to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in so doing, we have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime your claim will be noted on our records and we will advise the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
12-5-51

FAQ:md
Attach.
cc - Mr. Lowell Shinn

12-4-51

B. C. Ayers - Florence job

Freney Gravel Co. (Ralph Koon)
Jct. City
gravel furnished #2000

RECEIVED
FOR FILING

[illegible]

December 5, 1951

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Yesterday we received by phone information that the Florence Gravel Company of Junction City, owned by Ralph Keon, has a claim against Rex C. Ayers Construction Company for approximately $3,000 for gravel furnished to the contractor on the Florence Section of the Oregon Coast Highway in Lane County.

This information is provided inasmuch as your Company appears as surety on State Highway Contract No. 3510 covering the above-described project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:md

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

C. A. Tomaseene and Sons
614 Wilcox Building
Portland 4, Oregon

Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland 11, Oregon

NOTED ON CARD
12-5-51

RECEIVED
[illegible] 1 - 1951
FOR FILING

20-1073

[illegible]

3412

September 27, 1951

Mr. H. F. Severy
City Recorder
Florence, Oregon

Dear Sir:

In answer to your letter of September 19, concerning the 2½-foot space between sidewalk and curb left for the installation of poles and other municipal services, I wish to advise that this design is in accordance with our standards which have been built in all other communities. There is no objection, however, to the property owners filling this with concrete if they prefer.

Inasmuch as our contract has been let on the conventional design and the City has agreed to pay for the five-foot walks, I think it would be preferable for the property owners to make individual agreements with the contractor or other sidewalk builders after the contract has been completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR

cc Mr. H. G. Smith

September 21, 195

ASSIGNMENT

No. 2912
By

Description: **Letter of September 19 by City of xxxxxxx Florence re curbing space between curbing and sidewalk**

Acknowledged by _ _ _ _ _ Referred to _ _Smith ✓_ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxxx Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
_ signature
_ _

Assignment executed 9-26-5_ _ Report received _ _ _ _ _ _ _ _
me

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

OMER
MAYOR

H. F. SEVERY
RECORDER

CITY OF FLORENCE
"Oregon's Recreational Center"
Year Around Fishing
WESTERN LANE COUNTY
FLORENCE, OREGON

September 19, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

Mr. "Dutch" Williams
State Highway Dept.
Salem, Oregon

Dear Mr. Williams;

While progress on our highway through Florence is running along pretty smooth, their has been a circumstance or two arise, that we wish to take up with your office.

Since this project is through a business district we, as city officials have met with considerable complaint in reference to the curbing space of 2 1/2 ft. between curbing and sidewalk. When the rains start it leaves us with a bad situation in this strip.

If it is possible for you to come over, or check through, resident engineer Mr. McKinney, it will be greatly appreciated.

Yours very truly

COMMON COUNCIL FOR THE CITY OF FLORENCE

H. F. Severy

H. F. Severy
Recorder

RECEIVED
11 1951
FOR FILING

28-1-73
3510

June 11, 1951

Rex C. Ayers Construction Co.
7305 N. E. 29th Ave.
Portland 11, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3510, which was awarded to you on May 9, 1951 by the State Highway Commission, for grading and paving on the Florence Section of the Oregon Coast Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 6/11, 51

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MAY 18 1951
FOR FILING

90-1073

3510

2679

May 17, 1951

Mr. H. A. Roberts
Cleawox Lake Motel
Florence, Oregon

Dear Sir:

The paving of the street in Florence has been contracted and it has been our intention to use any surplus material along the Siuslaw Highway in making an approach to the future bridge over the North Fork of the Siuslaw, but I will notify the Division Engineer of your offer in case he finds it convenient to dispose of any material.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. K. D. Lytle

May 16, 1951

ASSIGNMENT

No. 2679
By J

Description: Letter of May 14 by H. A. Roberts, Owner-Mgr. of Cleawox Lake Motel, suggesting that surplus dirt from highway work be dumped on his property

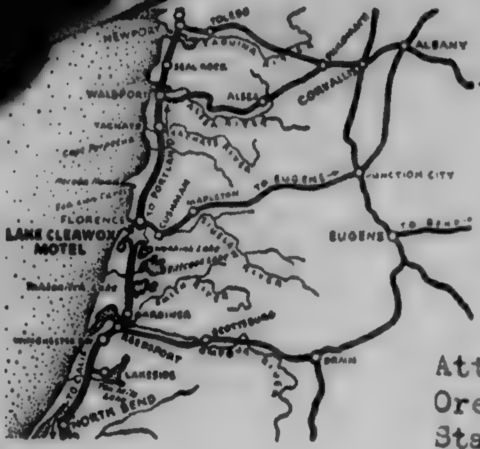
Acknowledged by _ _ _ _ _ Referred to _ Smith ✓ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxReturn with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
_ _

Assignment executed 5-17-51 Report received _ _ _ _ _ _ _ _

Remarks: mar

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING


NEWPORT
TOLEDO
YAQUINA
SEAL ROCK
WALDPORT
ALSEA
CORVALLIS
ALBANY
YACHATS
ALSEA RIVER
JUNCTION CITY
TO EUGENE
TO PORTLAND
MAPLETON
CUSHMAN
FLORENCE
LAKE CLEAWOX MOTEL
EUGENE
TO BEND
SIUSLAW RIVER
SMITH RIVER
GARDINER
SCOTTSBURG
REEDSPORT
DRAIN
LAKESIDE
TO CALIF
NORTH BEND

APARTMENT AND HOTEL ACCOMMOD S — TELEPHONE FLORENCE 2523

OREGON COAST 101

CLEAWOX LAKE MOTEL

OREGON STATE AAA MOTOR ASSOCIATION

1¼ Miles South of Florence, Oregon, on U. S. Highway 101

May 14, 1951

Attention Mr. Baldock
Oregon State Highway Commission
State House
Salem, Ore.

Dear Sir:

In an article in last weeks issue of our local paper, it stated that work on the highway in Florence, Ore. would be started as soon as you had procured an easement on property on which to dump the surplus dirt.

I can use between 200 and 400 yds of fill at my place of business, and the haul would not be any farther than where you are now planning to dump your excess dirt, You would not have to have an easement and if this would help to speedup the job, wish you would give this matter some serious consideration.

Sincerely yours
H. A. Roberts
H. A. Roberts
Owner-Mgr.

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

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FOR FILING

20-1072

3510

AGENDA
MAY 24 1951

May 9, 1951

Rex C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you Contract No. 3510 for grading and paving on the Florence Section of the Oregon Coast Highway, in Lane County. This award was based on your low bid of $134,408.00 submitted on April 13, 1951.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lm

cc. R.G. Smith
Goldie Lewis
S.H. Probert
L.R. White, Assistant Commissioner
State Industrial Accident Com.

Get combined

S & C

service desired; message will be state telegram	
L RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 9, 1951
10:10 a.m.

[illegible] C. Ayers Construction Co.
7305 N. E. 29th Avenue
Portland, Oregon

State Highway Commission awarded you today contract for Florence Section of the Oregon Coast Highway at Florence, Lane County, based on your low bid submitted April 13, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary

Oregon State Highway Commission

Confirmation
cc: C. [illegible]. Head
Auditor (5001-900)
Files

RECEIVED
MAY 11 1951
FOR FILING

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3510

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1951

SUBJECT: Florence Section, Coast Highway

To: Mr. W. C. Williams
First Ass't Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

As we now have all right of way under option, the contract on the above section may be awarded as far as this department is concerned.

Very truly yours,

J. M. DEVERS

By R. L. Porter
R. L. PORTER
Ass't. Right of Way Engineer

RLP:mb

RECEIVED
APR [illegible] 1951
FOR FILING
FORM E-20X 25M 8-50 42299

20-1073

3510

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1951

SUBJECT:

To: Mr. S. H. Probert
Office Engineer

Mr. K. D. Lytle
Division Engineer

Herewith an unexecuted copy of an agreement with the City of Florence covering the proposed improvement of the Oregon Coast Highway in that city. Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Florence	1
County & City Relations	1
Division No. 3	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relat

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Cashier's Check No. 5058 in the amount of $7,200 and representing the city's advance deposit was received from the City of Florence on April 13. This clears the Florence project for letting insofar as this office is concerned.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JFH:MM

FOR FILING

April 11, 1951

Mr. H. F. Severy, City Recorder
City Hall
Florence, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City, a fully executed copy of an agreement between the State Highway Commission and the City of Florence covering the improvement of the Oregon Coast Highway in the City of Florence.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

called Catt[redacted] [illegible] 4-11-51
He says City of Florence [illegible]ified them check
would probably be in this week. rn
ATTEST PLEASE

file "[illegible] copy"
send 1 signed copy to City
and unsigned copy to Cattrall
Has city paid the $7200 00 ??
If not - call it to their attention.

RECEIVED
FOR FILING

2591

AGENDA
APR 12 1951

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1951

SUBJECT: Assignment No. 2591

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Mr Glaisyer
By W. W. STIFFLER
For Agenda

Herewith three copies of an agreement covering the proposed improvement of the Oregon Coast Highway in the City of Florence. Two copies of this agreement have been signed by the proper city officials and are now ready for presentation to the Commission.

A check in the amount of $7,200 representing the advance deposit of the city's share in the cost of sidewalk construction will be forwarded by the city on or before April 10.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE Oct 26, 1950 Minute Page 17313
C B Geary
[illegible]

A

ASSIGNMENT

No. 2591
By

rch 30, 1951

Description: Mr. Devers' letter of March 29 and five copies of agreement with City of Florence covering street improvements.

Acknowledged by _____ Referred to Cattrall ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 4.5.51 Report received ________

Remarks: For city execution. If city attorney rules against sidewalk construction we can notify bidders the sidewalks are withdrawn. WCW

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

SUBJECT:

To: Mr. W. C. Williams
Asst. State Highway Engineer

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Attached you will find five copies of an agreement prepared for execution by the State and the City of Florence covering some street improvements.

This agreement was prepared on information furnished this office.

A few days ago I had a letter from Mr. L. L. Ray, an attorney in Eugene, who says that he is City Attorney for the City of Florence, and, among other things, he stated that he is not fully decided as to whether or not the City of Florence may enter into this type of agreement. In other words, it is his opinion that perhaps under the city charter the city may be obligated to perform such work itself or supervise the contract if the work is done by contract.

I have written Mr. Ray, giving him my opinion, but I have not yet heard from him.

Yours truly,

JM Devers

J. M. DEVERS
Chief Counsel

NOTED
W. C. WILLIAMS

JMD:amc
Attach.

RECEIVED
FOR FILING
20-1023
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Cross Referenced To:
Maint
Drainage

Salem, Oregon
March 14, 1951

Mr. H. G. Smith
Construction Engineer

The County and City Relations Department reports that, in reviewing the Florence project with the city officials prior to the preparation of a cooperative construction agreement, the matter of additional driveways came up. The city was advised to take the matter up with the resident engineer after the project is contracted.

The driveways designated on the plans should take care of existing buildings and any additional driveways proposed by the city would be to serve anticipated buildings. The planned driveways are to be constructed with curb returns and asphaltic concrete extending to the outside edge of the sidewalk location.

As the city, by agreement, is to pay for P.C. concrete sidewalks only, any additional driveways following this design would tend to increase costs to the state and decrease costs to the city. For this reason it would seem desirable that any additional driveways requested by the city to serve anticipated buildings approved by the resident engineer, should be handled by depressing the curb at the entrance only. In this way no additional asphaltic concrete quantities would be involved and the sidewalk construction would be unchanged.

Please pass this information on to the division engineer.

W. C. Williams
Assistant State Highway Engineer

JFH:MM

cc: John W. Cattrall

ECEIVED
FOR FILING

Salem, Oregon
March 14, 1951

Mr. J. M. Devers
Chief Counsel

On April 13 the Highway Commission plans to call for bids for the grading and paving of the Florence Section of the Oregon Coast Highway in Lane County. In connection with this project, it is requested that an agreement be prepared for execution of the City of Florence and the State Highway Commission covering the following points:

GENERAL:

1. The project covers the reconstruction of the Oregon Coast Highway from its junction with the Siuslaw Highway to the north end of the Siuslaw River Bridge, a distance of 0.63 mile.

2. The project consists of grading, placing rock base, placing asphaltic concrete pavement, and construction of concrete curbs, walks, traffic islands, etc., and sewers, drains, and the other facilities as shown on the attached plan.

THINGS TO BE DONE BY STATE:

1. State shall prepare plans and specifications, advertise for bids, and shall supervise the construction of said project.

2. State shall pay all costs of the project excepting that of the sidewalks which are not adjacent to State owned property (walks adjacent to State owned property are colored in green on attached plans). City will pay costs of all sidewalks other than those sections colored in green.

3. Upon completion of the project, State shall furnish the City with an itemized statement covering the final costs of the construction of sidewalks to be paid for by City.

THINGS TO BE DONE BY CITY:

1. City shall pay costs of all sidewalks other than those sections adjacent to State-owned property (sections adjacent to State-owned property are colored in green on attached plan).

2. City shall make an advance deposit of $7,200 representing the estimated cost of sidewalk construction to be paid for by City. Said deposit shall be made prior to awarding of the contract by the State Highway Commission. The final cost shall govern and adjustments will be made accordingly after the City has been furnished an itemized statement by the State.

3. Approve the proposed plans (plans will be attached to agreement as an exhibit).

4. The standard paragraph providing City shall move or cause to be moved all utility pipes or poles required by the construction of the project.

5. The standard paragraph providing the City shall save and hold harmless the State from all claims, etc., arising out of any change in grade.

Enclosed for attachment to the copies of the agreement are six prints of the plan and profile map of this project upon which the sidewalk area not to be paid for by the City is colored in green. An additional print will be furnished as soon as available.

In order to effect distribution to all parties concerned, six copies of this agreement will be needed.

As this project is up for bids on April 13, anything you can do to expedite the preparation of the agreement will be appreciated.

W. C. Williams
Assistant State Highway Engineer

JFH:MM WCW:me

Encl.

cc John W. Cattrall

FORM E-30 25M 8-50 43268

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

[illegible]
W. C. WILLIAMS

Enclosed is a suggested letter to the Legal Department requesting an agreement covering the proposed Florence project. The city officials are willing and able to proceed in accordance with the terms as set forth in the suggested letter to Mr. Devers. They have assured me that they will have the advance deposit ready for payment prior to April 9.

Also enclosed is a suggested letter to the Construction Department covering additional driveways which might be requested by the city. If the contents of this letter meet with your approval, it would appear desirable to advise the Construction Department accordingly.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Encl.

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[illegible] 1 1950
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Cross Referenced To:
Maint
Drainage

August 30, 1950

City Council of Florence
Florence, Oregon

Gentlemen:

The State Highway Commission has indicated that it will give favorable consideration to improvement of the Coast Highway through Florence in the next construction program.

In line therewith we wish to point out to you the fact that our studies have indicated that water mains along the highway are not satisfactory, and some will need to be replaced or extended in the near future. If this be the case, the City should take early action to recondition the water mains under the highway, as it would be very undesirable to tear up the pavement after it is constructed to repair or extend the water mains.

Will you please advise us of your thoughts in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

FOR FILING

3-b
Aug. 21-22

August 28, 1950

H. F. Severy, City Recorder
Florence,
Oregon

Dear Mr. Severy:

Some time ago you wrote the State Highway Commission in behalf of the City Council, requesting the improvement of the Oregon Coast Highway through your city.

The matter was presented to the State Highway Commission and I informed you in my letter of January 26, 1950, that the cost of providing the improvement that you desire was about $99,000, and that the Commission could not see its way clear to approve such expenditure in the immediate future.

The matter has been given further consideration, and as a result of discussion by the Commission at its last meeting, I was instructed to inform you that the Commission has tentatively approved the project as a 1951 undertaking.

Please do not understand by this that the project is definitely approved — simply that the Commission is going to give it fair consideration in the formulation of its next construction program.

Respectfully yours,

HBG/fm

Secretary
OREGON STATE HIGHWAY COMMISSION

FOR FILING

Salem, Oregon
August 24, 1950

Mr. W. C. Williams

You had better prepare the plans for the widening in the City of Florence.

R. H. Baldock

RHB:hi

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UG 14 1950
FOR FILING

August 11, 1950

Oregon State Highway Commission

Gentlemen:

On the unfinished business agenda, under item 10, there is a request from the City of Florence for improvement of the Oregon Coast Highway through the city. At the February meeting I reported to you that the cost for the complete improvement of US101 to full street width was $99,000. It did not appear that such amount of funds was available for the project, and you requested that I make a further investigation to determine what improvement could be made to the drainage condition without the complete improvement.

This matter has been further investigated, and, owing to the flatness of the terrain, which makes drainage difficult, there is no practical manner in which a solution to the drainage problem can be effected without the installation of a storm sewer. A storm sewer does not work satisfactorily unless curbs are provided to control the flow of water and lead such water into catch basins. I must report to you, therefore, that it is my opinion that the only satisfactory solution is the construction of a full width highway with curbs and a storm sewer system, the cost of which is estimated to be $99,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. G. Smith

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MAY 1 - 1950
FOR FILING

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April 28, 1950

Mr. M. F. Severy, Recorder
City of Florence
Florence, Oregon

Dear Mr. Severy:

In response to your communication of April 26, advise that the State Highway Commission has not taken any action with reference to the improvement of the highway through Florence.

As I recall, the Commission advised you that it has no money for this type of work at this time; that the Congress was not considering legislation and the Commission expected the Congress to pass a bill before July 1; that after the terms and conditions of the bill were known, including the amount of money available, the Commission would proceed to formulate a new program; and that, in formulating the new program, consideration would be given to the request of the citizens of Florence as well as to requests from other sections. No definite promise was made.

It would appear that the program will not be formulated until sometime in the early fall.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

WOMER
YOR

H. F. SEVERY
RECORDER

CITY OF FLORENCE
"Oregon's Recreational Center"
Year Around Fishing
WESTERN LANE COUNTY
FLORENCE, OREGON

April 26, 1950

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock

This is to inform you that the legal voters of the City Of Florence ~~had~~ at a special election held April 4, 1950, authorizing the council toinstall modern Street lights, the council was also given authority to sell bonds for the new water system.

The Council would like to know if the Highway commission has taken any steps towards inproving the Highway through Florence. If no actionhas been taken, how soon something will be done.

The placing of the Street Lights along the Highway should be in conformity with the new proposed highway improvement . An early reply will be appreciated.

Yours very truly,

H F Severy
H. F. Severy
Recorder

HFS/djs

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MAR [illegible]
[illegible]OR FILING

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3510

Salem, Oregon
March 24, 1950

Mr. W. C. Williams

The Commission asked us to report on the drainage situation in Florence and what can be done to improve it. I know of nothing other than the full paving of the street. Perhaps you have some thoughts about it.

R. H. Baldock

RHB:hi

E. R.

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FOR FILING

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Florence [illegible]
10:30AM 2/7/50

D

FILED WITH STATE
HIGHWAY COMM.
By Florence Delegation
2/7/50

H. F. SEVERY
RECORDER

CITY OF FLORENCE
"Ore[illegible] Recreational Center"
Year Around Fishing
WESTERN LANE COUNTY
FLORENCE, OREGON

February 6, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The Common Council of the City of Florence herewith renew their request of Feb. 12, 1949, that the State Highway Commission improve that portion of the Oregon Coast Highway running through the City of Florence from the north side of Pacific Avenue to the Siuslaw River Bridge, as soon as possible.

Construction on the property adjacent to the Highway has increased the drainage problem many fold. The shaded area on the attached map shows the parts that are flooded every time we have a rain fall in excess of one inch for 24 hrs. The wavy lines leading to the shaded area show the line of least resistance which the rain fall takes. The City has an eight inch sewer and storm drain on Hamlin St. south of Fourth St. which has adequately taken care of all rain falls in the past. However with the new buildings causing much more water to flow from the Highway, this sewer is overloaded and considerable damage is caused to lawns and driveways and building foundations with each heavy rain.

The City Council wish to call your attention that there are eight school buses entering and leaving Highway 101 at the intersection of Fifth and Sixth St. each school day, four from the North and four from the South. And that there are 150 grade school pupils living in the City west of Highway 101 who cross the Highway twice daily each school day.

The Council request that in the planning of any improvments on highway 101 that every thing possible be done to protect the saftey of the school children both pedestrian and bus passengers, as well as other moving traffic. The Council request that grass be planted on the islands instead of shrubberies and that the islands be kept at a minimum width of 12 ft. if possible, there by giving the buses more clearance in making their left hand turns and providing a wide area for logging and lumber trucks. The Council is negotiating for a modern street lighting system, part of which entailes the placing of street lights along Highway 101 through Florence. The type of lights to be used and placing of same depends on the type of construction of the Highway. Completion of the lighting system must depend on the completion of improvement of Highway,

WOMER
MAYOR

H. F. SEVERY
RECORDER

CITY OF FLORENCE
"Oregon's Recreational Center"
Year Around Fishing
WESTERN LANE COUNTY
FLORENCE, OREGON

therefore the Council urges that the Highway be improved as soon as possible.

The City is very willing to co-operate with the State Highway Commission on any improvements undertaken in this stretch of Highway 101, through Florence, to the same extent that other communities have co-operated.

Yours very truly,
Common Council of the City of Florence

H F Severy
By H. F. Severy, City Recorder

ECEIVED
JAN 30 1950
FOR FILING

30-1073

3510

4-f

January 26, 1950

Mr. H. F. Severy
City Recorder
Florence, Oregon

Dear Mr. Severy:

Some time ago you directed a communication to the State Highway Commission advising that the Common Council of the City of Florence desires improvement of that portion of the Oregon Coast Highway which extends from the north side of Pacific Avenue to the Siuslaw River Bridge in the City of Florence, particularly th t the pavement be widened to full street width, and that drainage facilities be provided to take care of surface water.

Your letter was referred to the State Highway Engineer, Mr. R. H. Baldock, who investigated conditions and reported his findings to the Highway Commission at its last meeting. According to this report, the cost to provide the improvement that you desire is estimated at $99,000. Due to the fact that the Commission does not have such an amount available for the purpose, it could not approve your request for immediate undertaking. The project will be kept in mind, however, for future consideration, although the Commission is not in position to make a definite commitment in respect thereto. I was instructed to advise you accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

AGENDA ITEM 4-f
12/19-20/49

December 23, 1949

Mr. Gus Carlson
Room 101
Hotel Dalles
The Dalles, Oregon

Dear Gus:

Your letter of December 14, concerning the improvement of the Oregon Coast Highway, US101, north of the Siuslaw River in the Town of Florence, was on my desk when I returned from the meeting of the Highway Commission yesterday morning.

The project referred to was discussed by the Highway Commission at its meeting this week, particularly the Engineer's report on the subject. The Highway Commission has no plans for the immediate improvement of this highway as requested by the city. According to the Engineer's report the project is .54 mile in length and investigations reveal that the cost of performing the work is about $99,000. The report also indicates that there is no particular congestion or hazard by reason of the present surface width, although eventually it will be desirable to provide full width pavement in Florence, as well as other towns on the Coast Highway.

Because of the scarcity of funds available to the Commission for improvements of this nature, the Commission could not see its way clear to approve the city's request, however, indicated that it would keep the project in mind for future consideration.

That is just about the story of the Florence project as I gathered it from the discussion, and I will so write the city some time next week.

I have already sent you two Christmas cards, one to your Portland address, and the other to The Dalles, nevertheless, and notwithstanding, I take this opportunity to again express to you and Mrs. Carlson best wishes for a Merry Christmass and a Happy and Prosperous New Year.

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

(4f) 121.4

12/14-49

Dear Harris:

Highway 101 north of the Siuslaw River Bridge has reached a high stage of development for retail trade.

The city recorder at Florence advised me that the Highway Commission contemplate paving 101 including installation of curbing and sidewalks.

In the report on survey of Siuslaw River and Bar Entrance we will include all improvements made to date in this area. Future construction of proposed projects in the Florence area will also be discussed.

I would appreciate the status of the paving and curbing project on 101 and the cost of the project. I am told the paving project begins at 37th Ave which represents the former city limits.

Please send the information to me at Room 101, Hotel Dalles, The Dalles, Oregon.

Kindest personal regards

Geo.

ERED
ELAISYER

VED
1949
FOR FILING

November 29, 1949

Oregon State Highway Commission

Gentlemen:

During the past year we have had several requests from the City of Florence for the paving of US101 to a full-street width through Florence. We have made an investigation and find that the cost of performing the work is $[illegible],000. The length of the street section through Florence is 0.[illegible] mile. The City Recorder states that the City would pay its share to the same extent that other communities along US101 have cooperated.

There is no particular congestion or hazard by reason of the present surfacing width in Florence, although it will, of course, be desirable to pave to a full-street width eventually through all the towns on the Coast Highway. At this time there are no funds available for the performance of the work, and, on the basis that it cannot be given any high priority, it is my recommendation that the City be advised that the work cannot be performed in the immediate future but will be kept in mind for future consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams
Mr. H. G. Smith

November 16, 1949

Mr. H. F. Severy
Recorder
Florence, Oregon

Dear Mr. Severy:

In response to your inquiry of November 14, relative to an appointment in my office to discuss the proposed improvements in the city of Florence, advise that I will be glad to see you at 2:00 p.m., November 28.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

V. WOMER
MAYOR

H. F. SEVERY
RECORDER

CITY OF FLORENCE
"Oregon's Recreational Center"
Year Around Fishing
WESTERN LANE COUNTY
FLORENCE, OREGON

November 14, 1949

Mr. R. H. Baldock
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

On December 15, 1948, the City of Florence made application to the State Highway Department for improving that portion of Highway 101 that runs through the city limits of Florence.

Since that time a survey has been made of that highway by the State Highway Department. Construction is continuing along the said highway which is greatly increasing the drainage problem.

The Common Council for the City of Florence have instructed me to write you requesting a personal interview with you by members of the Council at your convenience. Members of the Council who will attend this interview will be, Mayor, Paul Womer; Police and Fire Commissioner, J. C. Ponsler; Street Commissioner, George Burbach, and myself. An early reply will be greatly appreciated.

Yours very truly,

H F Severy
H. F. Severy

HFS/dfp

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[illegible]

RECEIVED
FOR FILING
20-1073
3510

June 24, 1949

Mr. H. F. Severy
City Recorder
Florence, Oregon

Dear Mr. Severy:

This is a belated acknowledgment of your letter of June 16th, inquiring as to what progress has been made on the city's request for improvement of U.S.101 through Florence.

I referred your original letter to the State Highway Engineer for investigation and report to the State Highway Commission. Due to the magnitude of the project, it requires a lot of study before it can be reported to the Commission. It is my understanding that the studies are now being made. When they are completed, and the results thereof reported, I will advise you the action the Commission takes on it. I am sorry I am not able to advise you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:ts

PAUL V. WOMER
MAYOR

H. F. SEVERY
RECORDER

CITY OF FLORENCE
"Oregon's Recreational Center"
Year Around Fishing
WESTERN LANE COUNTY
FLORENCE, OREGON

June 16, 1949

Oregon State Highway Commission
H. B. Glaisyer, Secretary
Salem, Oregon

Dear Mr. Glaisyer:

Will you please inform me as to what progress has been made on the requests as made by the City of Florence for highway improvements on Highway 101 through Florence?

Our rainy season is several months off but with the new building taking place on the highway this summer the drainage problem is going to be very critical this winter if nothing is done to relieve the situation.

Yours truly,

H F Severy
H. F. Severy

HFS/dfp

RECEIVED
JUN 17
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

February 17, 1949

Mr. H. F. Severy
City Recorder
City of Florence
Florence, Oregon

Dear Mr. Severy:

I will be pleased to bring to the attention of the State Highway Commission your letter of February 12, 1949, requesting the improvement of the Oregon Coast Highway through the City of Florence, particularly from the North side of Pacific Avenue to Siuslaw River Bridge. I am also bringing your letter to the attention of the State Highway Engineer for such investigation that he deems proper, so that he will be able to advise the Commission of conditions when the matter comes up for discussion.

I will write you further when the Commission has taken action on your request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HRG:ef
Enc
cc: Commissioners
R. H. Baldock
W. C. Williams

Copy of Mr. Severy's letter sent to Commissioners, Baldock and Williams.

E. F.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

RECEIVED
JUN 9 1949
FOR FILING

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 17, 1949

IN REPLY PLEASE
REFER TO FILE

Mr. E. F. Severy
City Recorder
City of Florence
Florence, Oregon

Dear Mr. Severy:

I will be pleased to bring to the attention of the State Highway Commission your letter of February 12, 1949, requesting the improvement of the Oregon Coast Highway through the City of Florence, particularly from the North side of Pacific Avenue to Siuslaw River Bridge. I am also bringing your letter to the attention of the State Highway Engineer for such investigation that he deems proper, so that he will be able to advise the Commission of conditions when the matter comes up for discussion.

I will write you further, when the Commission has taken action on your request.

Respectfully yours,

HBG

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ef
Enc
cc: Commissioners
R. H. Baldock ✓
W. C. Williams

REFERRED TO
Mr. Williams
[illegible]

Report, please.

[illegible]
Feb 23
WCW

PAUL V. WOMER
MAYOR

H. F. SEVERY
RECORDER

CITY OF FLORENCE

"Oregon's Recreational Center"
Year Around Fishing
WESTERN LANE COUNTY
FLORENCE, OREGON

AGENDA
FEB 28 1949

February 12, 1949

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The Common Council of the City of Florence herewith request, that the State Highway Commission improve that portion of The Oregon Coast Highway running through the City of Florence from the North side of Pacific Avenue to Siuslaw River Bridge.

Since the highway was first opened across the bridge in 1936, local traffic has increased at least four fold, to say nothing of the increase of through traffic. The western part of Florence has grown considerable and businesses have been and are being built along the right-away of Highway 101 through Florence.

This highway was originally paved with an 18' surface and the width has not yet been increased, although the right-away is 100' wide. When the highway was constructed, drainage was a simple problem. The water was allowed to run off onto unimproved property adjacent to the highway. Much of this property has been improved to the extent that the rain water has no place to go.

This causes considerable surplus water to stand on the highway between the paved portion and property lines. During the rainy season of the year which is 8 months of the year here, there is always much surplus water on the highway right-away between the pavement and property lines adjacent to the present business buildings and those being built.

The City is very willing to co-operate with the State Highway Commission on any improvements undertaken in this stretch of Highway 101, through Florence, to the same extent that other communities have cooperated.

Yours very truly,

H. F. Severy
H. F. Severy

ACKNOWLEDGED
H. B. GLAISYER

5VC

RECEIVED
JAN 10 1949
FOR FILING

Jan. 4, 1949

H. F. Severy
City Recorder
Florence, Oregon

Dear Mr. Severy:

Reference is made to your letter addressed to Mr. Sothman pertaining to the drainage and improvements on a portion of Highway 101 thru your City.

As a City grows you may be sure there are many problems, such as drainage of the main street, which are not cared for when we build a highway thru a city.

I am unable to do anything regarding this matter without authority from the Highway Commission. It seems that it would be proper for you to address a letter to the Commission asking for improvements on the street thru your City. I cannot say whether or not the Highway Commission will do anything in this regard.

NOTED
W. C. WILLIAMS

I have authority for a survey to establish grades thru Florence and this work will be done as soon as we have men available.

Very truly yours,

K. D. LYTLE
Division Engineer

Williams

kdl;g

cc: Smith

An attaching Mr. Severy's letter for your information.

K. D. Lytle

[illegible]N B. SPENCER
MAYOR

H. F. SEVERY
RECORDER

CITY [illegible]RENCE

“Or[illegible]
[illegible] Around Fish[illegible]
WESTER[illegible] COUNTY
FLORENCE, OREGON

December 15, 1948

RECEIVED
[illegible] 1948
MAINT. SUPT.
[illegible]BURG. OREGON

George Sothman
State Highway Department
District Maintainance Supervison
Roseburg, Oregon

Dear Mr. Sothman:

The City of Florence is experiencing considerable growth and there is much building construction taking place along the right-away, Highway 101 through Florence.

The City has no record of the pernament grade established by the State Highway Commission on Highway 101, whereby it can give a usable grade for the new buildings to be constructed.

Also the question arises as what to do with the drainage problem and that portion of the highway right-away not yet improved.

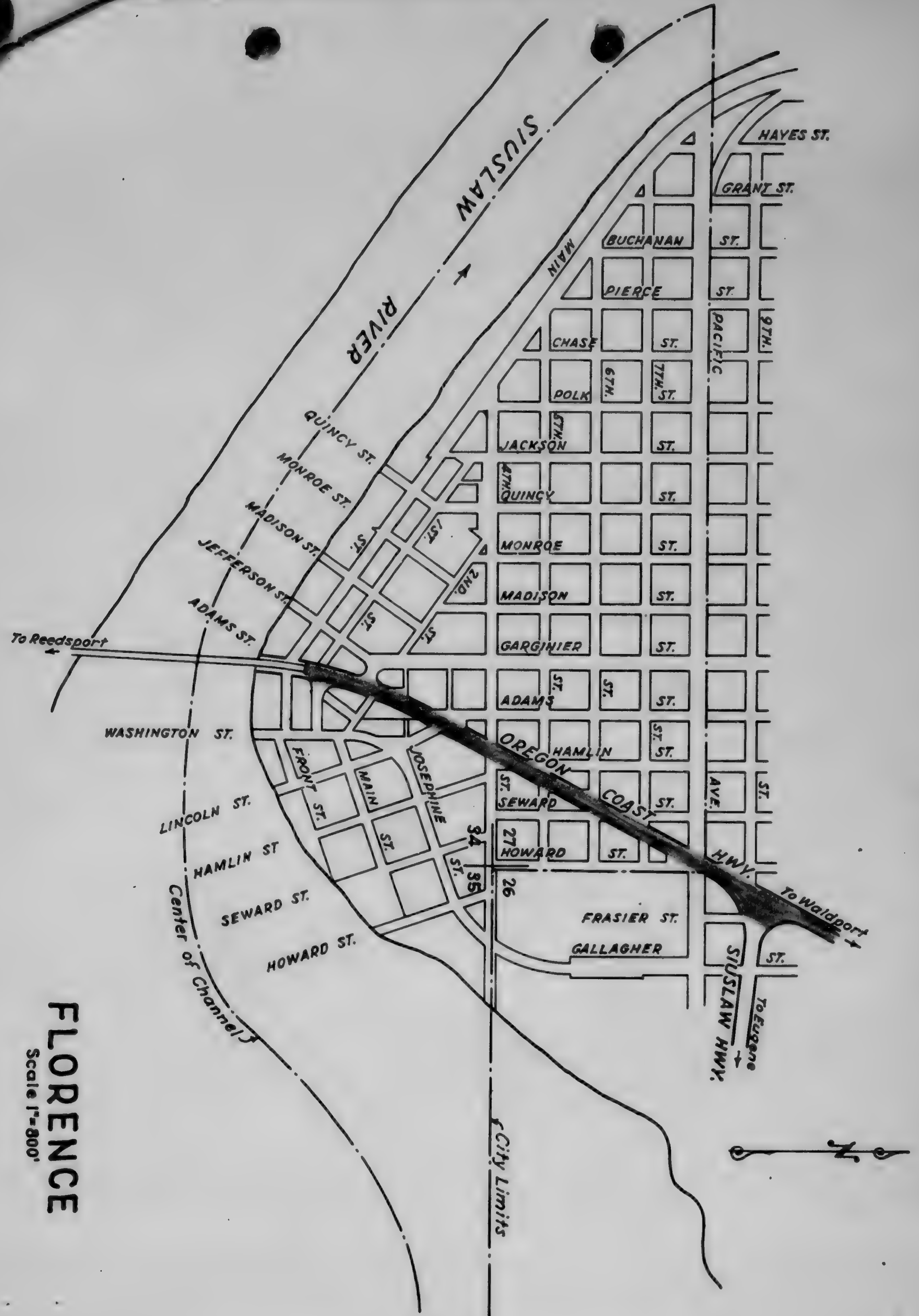
I have been instructed by the council to request that the State Highway Department take some steps toward improving that portion of Highway 101 that runs through the City Limits, from the North side of Pacific Avenue to Siuslaw Bridge, by providing adequate drainage, establishing a pernament elevation mark, and paving and curbing the full right-away.

Yours very truly,

H F Severy

H. F. Severy

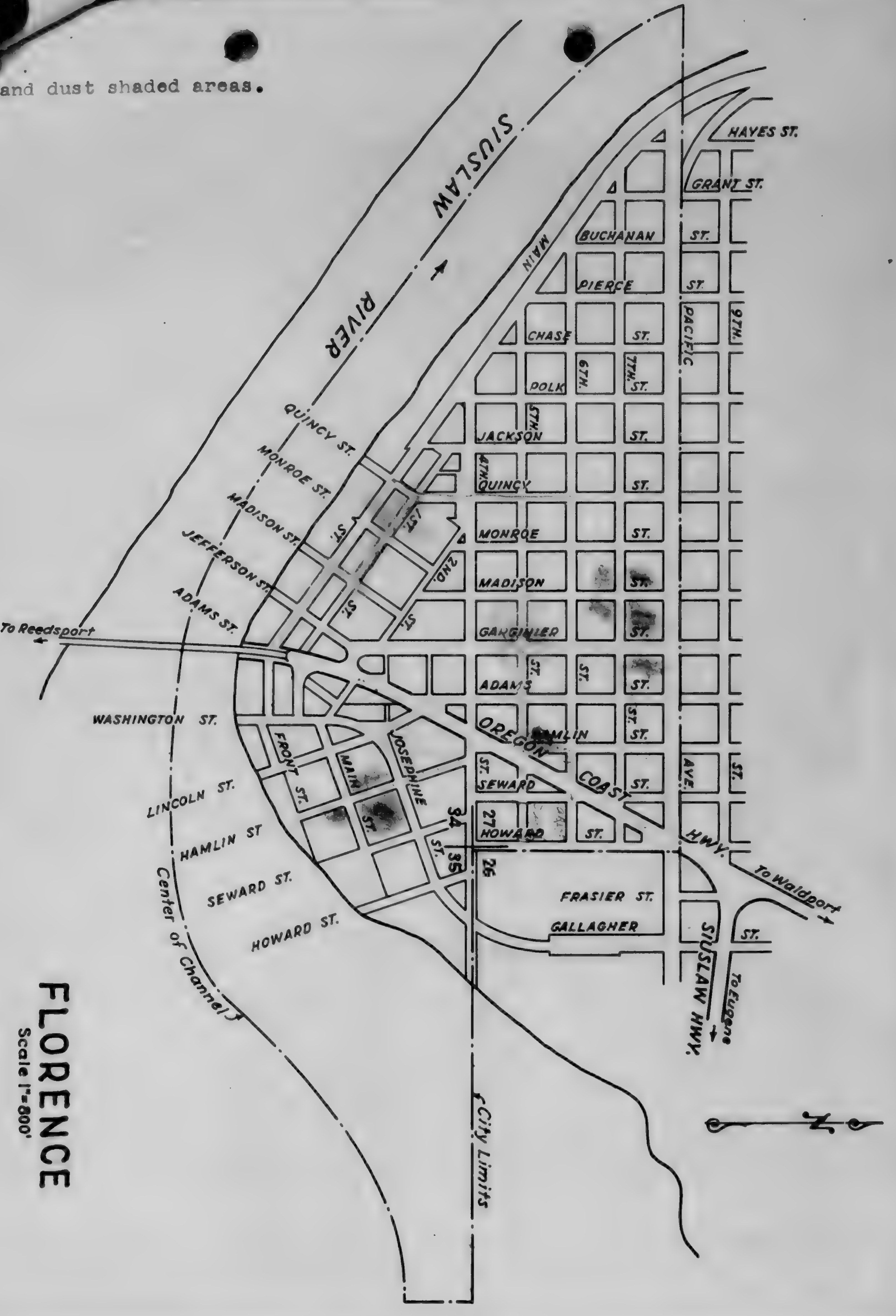
RECEIVED
[illegible]BURG
[illegible]ON OFFICE



FLORENCE
Scale 1"=800'

SIUSLAW RIVER
HAYES ST.
GRANT ST.
MAIN
BUCHANAN ST.
PIERCE ST.
CHASE ST.
PACIFIC AVE.
9TH. ST.
POLK
6TH.
7TH. ST.
JACKSON ST.
5TH.
4TH.
QUINCY ST.
MONROE ST.
MADISON ST.
GARGINIER ST.
ADAMS ST.
HAMLIN ST.
SEWARD ST.
HOWARD ST.
QUINCY ST.
MONROE ST.
MADISON ST.
JEFFERSON ST.
ADAMS ST.
3RD. ST.
1ST.
2ND.
ST.
To Reedsport
WASHINGTON ST.
LINCOLN ST.
HAMLIN ST
SEWARD ST.
HOWARD ST.
FRONT ST.
MAIN ST.
JOSEPHINE ST.
OREGON COAST HWY.
To Waldport
34
35
27
26
FRASIER ST.
GALLAGHER ST.
SIUSLAW HWY.
To Eugene
Center of Channel
City Limits
N

and dust shaded areas.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RIVER
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HOWARD ST.
FRASIER ST.
GALLAGHER
To Waldport
ST.
SIUSLAW HWY.
To Eugene
Center of Channel
City Limits
N
FLORENCE
Scale 1"=800'

Western Gambles
WESTERN AUTO SUPPLY CO

Mobil Tires
Kaiser Frazer
Mobilgas

U-130(4) Widen Columbia Slough Bridge, 1951
Pacific Hwy. East
#3511

RECEIVED
FOR FILING
U-136(4)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 19, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3511	10-final	The General Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23169	R-55375	$ 12,587.21	Dec. ~~18~~ 17, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: May 31, 1952

Time Extensions: to Oct. 17, 1952 without penalty

Completion Date: Oct. 17, 1952

Date Accepted: Nov. 24, 1952

Penalties: None

Claims: None of record

Remarks:

Date: 12-19-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

A.A. Wicklander

12-23-52

RECEIVED
DEC
FOR FILING
11-130(4)
354

December 11, 1952

General Construction Company
4850 N. W. Front Ave.
Portland 8, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 17 days, from September 30 to October 17, 1952, within which to complete your contract No. 3511 for widening Columbia Slough Bridge on the Pacific Highway East in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
FOR FILING
11-130(4)
351

December 11, 1952

General Construction Company
4850 N. W. Front Ave.
Portland 8, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 17 days, from September 30 to October 17, 1952, within which to complete your contract No. 3511 for widening Columbia Slough Bridge on the Pacific Highway East in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
DEC [illegible]
FOR FILING
U-130(4)
3511

December 11, 1952

General Construction Company
4850 N. W. Front Ave.
Portland 8, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 17 days, from September 30 to October 17, 1952, within which to complete your contract No. 3511 for widening Columbia Slough Bridge on the Pacific Highway East in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
NOV 21 1952
FOR FILING

U-130 (4)

November 13, 1952

Request for extension of time
No. 12
November 24 and 25 meeting.

State Highway Commission

Gentlemen:

Re: Columbia Slough Bridge Widening
Contract 3511, General Construction
Company Contractor

Herewith copy of an application for an extension of time from September 30, 1952 to October 17, 1952 for the completion of the work on the Columbia Slough Bridge widening on the Pacific Highway East in Multnomah County, General Construction Company, contractor. All work on this contract was completed on October 17, 1952. The contract was previously extended from May 31, 1952, the specified completion date, to September 30, 1952.

The project was delayed by structural steel shortages. The bridge was opened to unrestricted highway traffic before the expiration of the previous time extension. We are recommending that the extension to October 17th be granted without penalty to the contractor. A copy of the concurrence of the Bureau of Public Roads in this recommendation is attached.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

PMB:gm

RECEIVED
JUL [illegible] 1952
FOR FILING

July 21, 1952

General Construction Co.
4850 N. W. Front Ave.
Portland 6, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on July 10, 1952, had under discussion your request for an extension of time of 122 days, from May 31 to September 30, 1952, within which to complete your contract No. 3511 for widening of Columbia Slough Bridge on the Pacific Highway East in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

GL

cc: A. C. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
7-21-52 gl

RECEIVED
[illegible]
FOR FILING

[illegible]

3511

June 19, 1952

Request for extension of time
No. 3
July 10-11 meeting.

State Highway Commission

Gentlemen:

Re: Columbia Slough Bridge Widening
Contract 3511

Herewith a request from the General Construction Company, contractors for the widening of the Columbia Slough Bridge in Multnomah County, for an extension of time from May 31, 1952 to September 30, 1952.

This job contains structural steel and delivery was not made by the fabricating company until late in April. The delay has not been the fault of the contractor. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attached

GSP:gm

RECEIVED
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 9, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files executed copies of the following project agreements.

Oregon U-130(4),	Columbia Slough - Columbia Boulevard
Oregon U-130(5),	Bridgeton Road-Gertz Road Section
Oregon S-52(4),	Dodge Bridge Section, Sams Valley Highway
Oregon S-111(1),	Island City-Lone Tree Section

Very truly yours,

W. H. LYNCH
Division Engineer

By: L Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
OCT 10 1951
OREGON
STATE HIGHWAY COMMISSION

(Revised 1946)

370

State Oregon

Federal Aid Urban Project No. U-130(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of October, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of December, 1950, a program, which was approved on the 30th day of January, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of March, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred forty-nine thousand and 00/100 dollars ($149,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 111+76.73 in the NE 1/4, Section 10, T. 1 N., R. 1 E., W.M., and survey station 134+36 on the east boundary of said Section 10 at Columbia Boulevard in Portland, all on Union Avenue, without exception,

, length 0.428 miles, in Multnomah County, being Oregon Federal Aid / Urban project No. U-130(4), consisting of 0.369 miles of roadway and one bridge of more than 20 feet clear span, 0.059 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

one hundred forty-nine thousand and 00/100

dollars ($149,000.00), which does not exceed the authorized Federal pro rata share of

two hundred forty thousand, fifty-seven and 40/100

dollars ($240,057.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

RECEIVED
OCT 3 1951
OR [illegible] DIV [illegible]

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FOR FILING

Oregon District

W. H. Lynch, Division Engineer

September 19, 1951

C. G. Polk, Acting District Engineer

NOTED

Oregon Project S-130(4), Columbia Slough Bridge
Applicant's Return of Allotment

Mr. H. F. Stockwell, Purchasing Agent, General Construction Company, 4850 N. W. Front Ave., Portland 8, Oregon, has submitted Form CMP-12, Applicant's Return of Allotment, dated September 13, 1951 to this office.

The 57 tons of carbon steel (shapes) for 4Q51 delivery therewith returned, were covered under Allotment Authorization B35-41 issued by your office on August 17, 1951.

In response to Deputy Commissioner Clark's C-2 memorandum dated August 22, 1951 and related telegram to you dated August 27, 1951, you sent an air mail letter to the Commissioner on August 30, 1951 concerning this project. Apparently, the contractor has now abandoned hope in the placing of his order for 4Q51 delivery.

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SEP 19 1951
OREGON
STATE HIGHWAY COMMISSION

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SEP 1 1952
FOR FILING

U-130 (4)
3511

August 11, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Columbia Slough-Columbia Boulevard Section, Project No. U-130 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (4)

COLUMBIA SLOUGH-COLUMBIA BOULEVARD SECTION

ON THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 10, 1951

Type Code X031
Bridge (Sta. 111+76.73 to 114+39.03) (Contract No. 3511)

All Required		Shoring, Cribbing, Etc.		$10,000.00
190	cu. yds.	Structural Excavation	$ 7.00	1,330.00
10	cu. yds.	Structural Excavation below Elevation Shown	10.00	100.00
420	cu. yds.	Class "A" Concrete	69.00	28,980.00
145	cu. yds.	Seal Concrete	30.00	4,350.00
51,600	lbs.	Metal Reinforcement	.11	5,676.00
247,600	lbs.	Structural Low Alloy Steel	.22	54,472.00
70,000	lbs.	Structural Carbon Steel	.20	14,000.00
All Required		Hand Rail		5,000.00
All Required		Cleaning and Painting Steel		14,000.00
4,000	lin. ft.	Furnish Untreated Piling	.60	2,400.00
56	only	Drive Untreated Piles	45.00	2,520.00
2,040	lin. ft.	Furnish Treated Abutment Piling	1.45	2,958.00
24	only	Drive Treated Abutment Piles	.95	2,280.00
				$148,066.00

Deck Pavement

25	cu. yds.	Concrete Median Strip	$35.00	$ 875.00
100	only	3/4"x10" Dowel Pins	.40	40.00
230	tons	Class "B" Asphaltic Concrete	5.75	1,322.50
2	tons	SS-1 Emulsified Asphaltic Seal Coat	40.00	80.00
12	cu. yds.	Aggregate in Seal Coat	4.00	48.00
				$ 2,365.50

Subtotal	$150,431.50
10% Engr. & Cont.	15,043.15
Total	$165,474.65

Length .059 mile

Outside City
Type Code 6201
Roadway (Sta. 114+89.03 to 132+45)

All Required		Clearing and Grubbing (25%)		$ 2,437.50
1,100	sq. yds.	Removal of Pavement	$ 1.00	1,100.00
1,550	lin. ft.	Removal of Curbs	.50	775.00
1,300	lin. ft.	Salvaging Wire Mesh Guard Fence	1.00	1,300.00
630	cu. yds.	Structural Excavation, Unclassified	3.50	2,205.00
6,400	cu. yds.	Embankment in Place	.77	4,928.00
0.33	mile	Finishing Roadbed and Slopes	2,000.00	660.00
1,700	lin. ft.	12" Sewer Pipe	1.75	2,975.00
500	lin. ft.	18" Sewer Pipe	2.75	1,375.00
150	lin. ft.	Extra for Installing Pipe Under Pavement	3.00	450.00
13	only	Concrete Catch Basins	65.00	845.00
4	only	Type A Manholes	275.00	1,100.00
190	cu. yds.	Concrete Curb and Gutters	40.00	7,600.00
135	only	3/4"x18" Dowel Bars in Gutter	.40	54.00
38	sq. yds.	Concrete Walks	3.25	123.50
200	cu. yds.	Concrete Median Strips	35.00	7,000.00
3,070	cu. yds.	3" - 0 Material in Base	2.10	6,447.00
470	cu. yds.	3/4" - 0 Material in Base	3.00	1,410.00
60	M-gals.	Sprinkling	2.50	150.00
0.33	mile	Preparation of Base	250.00	82.50
74	cu. yds.	3/4" - 0 Material in Binder Course	4.00	296.00
10	tons	Furnish and Placing RC-3 Asphalt in Binder Course	40.00	400.00
2,860	tons	Class "B" Asphaltic Concrete	5.75	16,445.00
14	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	560.00
80	cu. yds.	Aggregate in Seal Coat	4.00	320.00
45	lin. ft.	Asphaltic Concrete Traffic Markers	2.00	90.00
			Subtotal	$61,128.50
			10% Engr. & Cont.	6,112.85
			Total	$67,241.35

Length of Roadway	0.333 mile
Cost per mile	$201,925.97

Inside City of Portland
Type Code 6201
Roadway (Sta. 132+45 to 134+36)

All Required		Clearing and Grubbing (05%)		$ 487.50
80	cu. yds.	Structural Excavation, Unclassified	$ 3.50	280.00
.04	mile	Finishing Roadbed and Slopes	2,000.00	80.00
300	lin. ft.	12" Sewer Pipe	1.75	525.00
60	lin. ft.	Extra for Installing Pipe under Pavement	3.00	180.00
2	only	Concrete Catch Basins	65.00	130.00

2	only	Type A Manholes	$ 275.00	$ 550.00
20	cu. yds.	Concrete Curbs and Gutters	40.00	800.00
15	only	3/4"x18" Dowel Bars in Gutter	.40	6.00
12	sq. yds.	Concrete Sidewalks	3.25	39.00
10	cu. yds.	Concrete Median Strip	35.00	350.00
All Required		Recesses for Traffic Control Markers		250.00
80	lin. ft.	1" Electrical Conduit	1.50	120.00
330	cu. yds.	3" - 0 Material in Base	2.10	693.00
60	cu. yds.	3/4" - 0 Material in Base	3.00	180.00
10	M-gals	Sprinkling	2.50	25.00
.04	mile	Preparation of Base	250.00	10.00
6	cu. yds.	3/4" - 0 Material in Binder Course	4.00	24.00
2	tons	Furnish and Placing RC-3 Asphalt in Binder Course	40.00	80.00
310	tons	Class "B" Asphaltic Concrete	5.75	1,782.50
1	ton	SS-1 Emulsified Asphalt in Seal Coat	40.00	40.00
8	cu. yds.	Aggregate in Seal Coat	4.00	32.00
5	lin. ft.	Asphaltic Concrete Traffic Markers	2.00	10.00
			Subtotal	$6,674.00
			10% Engr. & Cont.	667.40
			Total	$7,341.40

Length of Roadway 0.036 mile
Cost per mile $203,927.77

SUMMARY OF FUNDS

Description	Total Cost	Federal Urban Funds	State Funds
Outside City			
Bridge	$165,474.65	$102,708.00	$62,766.65
Roadway	67,241.35	41,735.00	25,506.35
Inside City of Portland			
Roadway	7,341.40	4,557.00	2,784.40
	$240,057.40	$149,000.00	$91,057.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (4)

COLUMBIA SLOUGH-COLUMBIA BOULEVARD SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 4, 1951

Type Code X031
Bridge (Sta. 111+76.73 to 114+89.03) (Low Bid Prices)

All Required	Shoring, Cribbing, etc.		$ 10,000.00
190 cu. yds.	Structural Excavation	$ 7.00	1,330.00
10 cu. yds.	Structural Excavation below Elevation Shown	10.00	100.00
420 cu. yds.	Class "A" Concrete	69.00	28,980.00
145 cu. yds.	Seal Concrete	30.00	4,350.00
51,600 lbs.	Metal Reinforcement	.11	5,676.00
247,600 lbs.	Structural Low Alloy Steel	.22	54,472.00
70,000 lbs.	Structural Carbon Steel	.20	14,000.00
All Required	Hand Rail		5,000.00
All Required	Cleaning and Painting Steel		14,000.00
4,000 lin. ft.	Furnish Untreated Piling	.60	2,400.00
56 only	Drive Untreated Piles	45.00	2,520.00
2,040 lin. ft.	Furnish Treated Abutment Piling	1.45	2,958.00
24 only	Drive Treated Abutment Piles	.95	2,280.00
			$148,066.00

Deck Pavement (Estimated Prices)

25 cu. yds.	Concrete Median Strip	$ 40.00	$ 1,000.00
100 only	3/4"x10" Dowel Pins	.50	50.00
230 tons	Class "B" Asphaltic Concrete	6.00	1,380.00
2 tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	84.00
12 cu. yds.	Aggregates in Seal Coat	5.00	60.00
			$ 2,574.00

Subtotal	$150,640.00
10% Engr. & Cont.	15,064.00
Total	$165,704.00

Length .059 mile

Outside City
Type Code 6201
Roadway (Sta. 114+89.03 to 132+45)

All Required		Clearing and Grubbing (25%)		$ 875.00
1,100	sq. yds.	Removal of Pavement	$ .75	825.00
1,550	lin. ft.	Removal of Curbs	.50	775.00
1,300	lin. ft.	Salvaging Wire Mesh Guard Fence	1.50	1,950.00
630	cu. yds.	Structural Excavation, Unclassified	3.00	1,890.00
6,400	cu. yds.	Embankment in Place	.85	5,440.00
0.33	mile	Finishing Roadbed & Slopes	600.00	198.00
1,700	lin. ft.	12" Sewer Pipe	2.00	3,400.00
500	lin. ft.	18" Sewer Pipe	3.25	1,625.00
150	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	300.00
13	only	Concrete Catch Basins	75.00	975.00
4	only	Type "A" Manholes	275.00	1,100.00
190	cu. yds.	Concrete Curb and Gutters	40.00	7,600.00
135	only	3/4"x18" Dowel Bars in Gutter	.50	67.50
38	sq. yds.	Concrete Walks	4.00	152.00
200	cu. yds.	Concrete Median Strips	40.00	8,000.00
3,070	cu. yds.	3" - 0 Material in Base	2.00	6,140.00
470	cu. yds.	3/4" - 0 Material in Base	3.00	1,410.00
60	M-gals.	Sprinkling	3.00	180.00
0.33	mile	Preparation of Base	600.00	198.00
74	cu. yds.	3/4" - 0 Material in Binder Course	4.00	296.00
10	tons	Furnish and Placing RC-3 Asphalt in Binder Course	38.00	380.00
2,860	tons	Class "B" Asphaltic Concrete	6.00	17,160.00
14	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	588.00
80	cu. yds.	Aggregate in Seal Coat	5.00	400.00
45	lin. ft.	Asphaltic Concrete Traffic Markers	1.50	67.50
			Subtotal	$ 61,992.00
			10% Engr. & Cont.	6,199.20
			Total	$ 68,191.20

Length of Roadway 0.333 mile
Cost per mile $204,778.37

Inside City of Portland
Type Code 6201
Roadway (Sta. 132+45 to 134+36)

All Required		Clearing and Grubbing (05%)		$ 175.00
80	cu. yds.	Structural Excavation, Unclassified	$ 3.00	240.00
.04	mile	Finishing Roadbed & Slope	600.00	24.00
300	lin. ft.	12" Sewer Pipe	2.00	600.00

60	lin. ft.	Extra for Installing Pipe under Pavement	$ 2.00	$ 120.00
2	only	Concrete Catch Basins	75.00	150.00
2	only	Type "A" Manholes	275.00	550.00
20	cu. yds.	Concrete Curbs and Gutters	40.00	800.00
15	only	3/4"x18" Dowel Bars in Gutter	.50	7.50
12	sq. yds.	Concrete Sidewalks	4.00	48.00
10	cu. yds.	Concrete Median Strip	40.00	400.00
All Required		Recesses for Traffic Control Markers		10.00
80	lin. ft.	1" Electrical Conduit	.60	48.00
330	cu. yds.	3" - 0 Material in Base	2.00	660.00
60	cu. yds.	3/4" - 0 Material in Base	3.00	180.00
10	M-gals.	Sprinkling	3.00	30.00
.04	mile	Preparation of Base	600.00	24.00
6	cu. yds.	3/4" - 0 Material in Binder Course	4.00	24.00
2	tons	Furnish and Placing RC-3 Asphalt in Binder Course	38.00	76.00
310	tons	Class "B" Asphaltic Concrete	6.00	1,860.00
1	ton	RS-1 Emulsified Asphalt in Seal Coat	42.00	42.00
8	cu. yds.	Aggregate in Seal Coat	5.00	40.00
5	lin. ft.	Asphaltic Concrete Traffic Markers	1.50	7.50
		Subtotal		$ 6,116.00
		10% Engr. & Cont.		611.60
		Total		$ 6,727.60

Length of Roadway	0.036 mile
Cost per mile	$186,877.77

SUMMARY OF FUNDS

Description	Total Cost	Federal Urban Funds	State Funds
Outside City			
Bridge	$165,704.00	$102,608.00	$63,096.00
Roadway	68,191.20	42,226.00	25,965.20
Inside City of Portland			
Roadway	6,727.60	4,166.00	2,561.60
	$240,622.80	$149,000.00	$91,622.80

May 4, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Columbia Blvd.-Columbia Slough Section, Project No. U-130 (4).

Six bid proposals and one set of full scale plans are being sent under separate cover.

In the plans sent to you previously covering the Columbia Slough Bridge the station description of the ends of the bridge were incorrect. The plans now being submitted covering the complete project have been corrected to show the proper stationing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMH:cw

Encl.

April 3, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of revised estimate to accompany plans and specifications for the Columbia Slough Bridge, Project No. U-130 (4), in which estimate the unit prices for the items "Shoring, Cribbing, Etc." and "Structural Excavation" have been changed.

Very truly yours,

R. H. Baldock
State Highway Engineer

JWR:gs

Encl.

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (4)

COLUMBIA SLOUGH-COLUMBIA BOULEVARD SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications for Columbia Slough Bridge. Not as basis for project agreement.)

Salem, Oregon, April 2, 1951

Type Code X031
Bridge (Sta. 111+60.75 to 115+23.25)

All Required		Shoring, Cribbing, Etc.		$ 15,000.00
190	cu. yds.	Structural Excavation	$ 20.00	3,800.00
10	cu. yds.	Structural Excavation Below Elevation Shown	20.00	200.00
420	cu. yds.	Class "A" Concrete	60.00	25,200.00
145	cu. yds.	Seal Concrete	35.00	5,075.00
51,600	lbs.	Metal Reinforcement	0.125	6,450.00
247,600	lbs.	Structural Low Alloy Steel	0.25	61,900.00
70,000	lbs.	Structural Carbon Steel	0.24	16,800.00
All Required		Hand Rail		2,200.00
All Required		Cleaning and Painting Steel		13,000.00
4,000	lin. ft.	Furnish Untreated Piling	0.50	2,000.00
56	only	Drive Untreated Piles	40.00	2,240.00
2,040	lin. ft.	Furnish Treated Abutment Piling	1.50	3,060.00
24	only	Drive Treated Abutment Piles	40.00	960.00
1,200	lin. ft.	Furnish Untreated Abutment Piling	0.50	(Alternate)
840	lin. ft.	Furnish Cast in Place Piling	2.80	(Alternate)
24	only	Drive Composite Piles	45.00	(Alternate)
			Subtotal	$157,885.00
			10% Engr. & Cont.	15,788.50
			Total	$173,673.50

Length of Bridge .069 mile

Federal Funds- $ 96,000.00
State Funds- 77,673.50

$173,673.50

Oregon State Highway Department

Federal Aid Urban
Project No. U-130 (4)

COLUMBIA SLOUGH-COLUMBIA BOULEVARD SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications for Columbia Slough Bridge. Not as basis for project agreement.)

Salem, Oregon, ~~March~~ April 28, 1951

Type Code X031
Bridge (Sta. 111+60.75 to 115+23.25)

All Required		Shoring, Cribbing, Etc.		$ ~~1,400.00~~	15000 -
190	cu. yds.	Structural Excavation	$ ~~5.00~~ 20 -	~~950.00~~	3800 -
10	cu. yds.	Structural Excavation Below Elevation Shown	5.00 20 -	~~50.00~~	200 -
420	cu. yds.	Class "A" Concrete	60.00	25,200.00	
145	cu. yds.	Seal Concrete	35.00	5,075.00	
51,600	lbs.	Metal Reinforcement	0.125	6,450.00	
247,600	lbs.	Structural Low Alloy Steel	0.25	61,900.00	
70,000	lbs.	Structural Carbon Steel	0.24	16,800.00	
All Required		Hand Rail		2,200.00	
All Required		Cleaning and Painting Steel		13,000.00	
4,000	lin. ft.	Furnish Untreated Piling	0.50	2,000.00	
56	only	Drive Untreated Piles	40.00	2,240.00	
2,040	lin. ft.	Furnish Treated Abutment Piling	1.50	3,060.00	
24	only	Drive Treated Abutment Piles	40.00	960.00	
1,200	lin. ft.	Furnish Untreated Abutment Piling	0.50	(Alternate)	
840	lin. ft.	Furnish Cast in Place Piling	2.80	(Alternate)	
24	only	Drive Composite Piles	45.00	(Alternate)	
			Subtotal	~~$141,285.00~~	157885.00
			10% Engr. & Cont.	~~14,128.50~~	15788.50
			Total	~~$155,413.50~~	173,673.50

Length of Bridge .069 mile

Federal Funds- -	$ 96,000.00	
State Funds- -	~~59,413.50~~	77,673.00
	~~$155,413.50~~ 173673.50	

157885 -

COLUMBIA SLOUGH BRIDGE

PROJECT NO. U-130 (4)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

J. W. Nash
Assistant Office Engineer

March 28, 1951

COLUMBIA SLOUGH-COLUMBIA BOULEVARD SECTION

PROJECT NO. U-130 (4)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

by

S. H. Probert
Office Engineer

May 4, 1951

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MONTANA
OREGON
IDAHO
WASHINGTON

[illegible]

3-11

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 20, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-130(4) widening of Columbia Slough Bridge - Authorization to commence construction

Dear Sir:

Your application on subject project dated June 15, 1951 was received in this office on June 19, 1951.

The work consists of widening the present structure, originally built as a 2-lane bridge, to 4-lanes. It is located on a very heavily traveled section of the Pacific Highway (U.S. 99-E) and the present structure is inadequate to properly serve normal traffic. When reconstructed it will aid in facilitating service to defense industries located in the Portland-Vancouver area as well as through traffic between Seattle and Los Angeles.

The quantity of steel required totals 179.3 tons.

Application is approved to commence construction but availability of steel is subject to Defense Production Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

C. G. Polk
Acting District Engineer

By W. H. Schwiesow
W. H. Schwiesow
Highway Engineer

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FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

[illegible]

[illegible]

June 20, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project U-130(4)
Columbia Slough Bridge
Rating authorization

Dear Sir:

Attached is a single copy of rating authorization issued by the National Production Authority, BPR Serial No. Oregon BPR-35-3; rating authorization number PR-471; cleared issuance June 6, 1951. It was received at this office on June 19, 1951.

Yours very truly,

C. G. POLK
Acting District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

[illegible]

NOTED
[illegible]

RECEIVED
FOR FILING

U-130(4)

3511

June 18, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Columbia Slough Bridge
F.A.P. Oregon U-130(4)

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 4 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

CAGgn
cc G. S. Paxson
C. A. Gardner

RECEIVED
FOR FILING

7-20-51

351

June 15, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Herewith is form NPAF-24, our application for authority to commence construction on the widening of the Columbia Slough Bridge on US99E between Portland, Oregon, and Vancouver, Washington. A contract for the construction of this widening was awarded to General Construction Company of Portland on May 9, 1951.

The present structure was originally built as a two-lane bridge. Because of exceptionally heavy traffic it is now operated as a three-lane structure, but is substandard in width for three lanes. The present proposal widens this structure to four lanes of standard width. The highway adjacent to the structure has already been widened to four lanes or is now in the process of being widened. The traffic over this section averages 20,000 vehicles per day. It is an essential link in US99E, which is the main north-and-south highway of the western region. The widening of this structure will contribute to the uninterrupted flow of traffic both in connection with the national defense and with ordinary commercial use. We would appreciate your favorable consideration of this application.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached
CGP:gm
cc G. S. Paxson
C. A. Gardner

RECEIVED
FOR FILING

u-13c(1)

3511

May 29, 1951

General Construction Company
4850 N. W. Front Ave.
Portland 8, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. ~~3511,~~ which was awarded to you on May 9, 1951 by the State Highway Commission, for widening the Columbia Slough Bridge on the Pacific East Highway in Multnomah County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

5/31, g

RECEIVED
MAY 31 1951
FOR FILING

U-130(4)

3511

May 29, 1951

National Production Authority
Portland District Office
Department of Commerce
217 Old U. S. Courthouse
520 S. W. Morrison Street
Portland 4, Oregon

Attention: Mr. Ralph Sullivan
District Manager

Gentlemen:

Herewith application for authority to commence construction on the widening of the Columbia Slough Bridge on US99E between Portland, Oregon, and Vancouver, Washington. A contract for the construction of this widening was awarded to General Construction Company of Portland on May 9, 1951.

The present structure was originally built as a two-lane bridge. Because of exceptionally heavy traffic it is now operated as a three-lane structure, but is substandard in width for three lanes. The present proposal widens this structure to four lanes of standard width. The highway adjacent to the structure has already been widened to four lanes or is now in the process of being widened. The traffic over this section averages 20,000 vehicles per day. It is an essential link in US99E, which is the main north-and-south highway of the western region. The widening of this structure will contribute to the uninterrupted flow of traffic both in connection with the national defense and with ordinary commercial use. We would appreciate your favorable consideration of this application.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached
GSP:gm
cc G. S. Paxson

RECEIVED

FOR FILING

U-130(4)

3511

May 16, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Columbia Slough Bridge Widening
F. A. Project Oregon U-130 (4)

The General Construction Company, contractor on the above project, has ordered the fabricated structural steel for the project from Poole, McGonigle & Dick of Portland. The fabricator advises us that his suppliers of stock steel will not accept an order for the stock steel unless the order is accompanied by a priority or defense order rating. Their reason for not accepting the orders are that M-6 directives and DO-rated jobs absorb practically all available tonnage, leaving very little free tonnage available for nonrated jobs and that it would be impossible to furnish the material needed from this free tonnage at the time it is needed on the job.

We are requesting that steps be taken to secure priority aid for the contractor's use in obtaining the critical materials needed for the work. In line with your memorandum of April 12, 1951, the following information is offered in support of this request:

1. State: Oregon Date: May 15, 1951

2. Project Identification: Columbia Slough Bridge Widening,
F.A. Project Oregon U-130(4) on Union Avenue
(US99E) in Multnomah County, Oregon.

Projected work consists of widening the existing three-lane (traffic) structure to 58 feet for four-lane traffic.

3. Agency in charge of construction: Oregon State Highway Commission,
address, Salem, Oregon

4. Material required:

Structural Low Alloy Steel (ASTM A-242):

Wide Flange Beams	35,000 lbs.	$2,887.50
Angles	37,000 lbs.	3,002.50
Plates	115,600 lbs.	9,537.00

Material required (continued)

Structural Carbon Steel (ASTM A-7):

Angles	45,000 lbs.	$2,925.00
Plate	15,000 lbs.	975.00

5. Contractor: General Construction Company
4950 N. W. Front Avenue
Portland 8, Oregon

6. Supplier:

Fabricator: Poole, McGonigle & Dick
5330 N. E. Halsey Street
Portland, Oregon

Rolling Mills: Columbia Steel Company
Local address: P. O. Box 3416, Portland, Oregon

Bethlehem Steel Corporation
Local address: Pacific Building, Portland, Oregon

Kaiser Steel Company
Local address: Terminal Sales Building, Portland, Oregon

7. Contractor's Order Number:

General Construction Company's Order No. 10736, dated April 17, 1951, to Poole, McGonigle & Dick.

8. Date delivery promised without priority assistance: None. Estimated at 18 to 24 months.

9. Reason supplier cannot make earlier delivery:

Rolling mills statements to the fabricator are to the effect that "DO" priorities and M-6 directives absorb practically all available tonnage, leaving very little free tonnage available for sale and use of independent fabricating shops on unrated orders.

10. Time that delivery is necessary on the job:

All stock steel listed under Item 4 above should be in fabricator's hands by the end of the third quarter of 1951.

11. Essentiality of project:

The Columbia Slough Bridge is the only major structure on a 1.81-mile section of the Pacific Highway East between the north limits of the City of Portland and the junction of the Pacific Highways 99E and 99W near the Interstate Bridge (Oregon and Washington) over the Columbia River. This particular section was originally constructed as a two-lane roadway, later modified to a three-lane roadway, and is now being reconstructed to a four-lane roadway. The section handles an average daily traffic of approximately 20,000 vehicles, which is greatly in excess of the safe and normal carrying capacity of a two-lane or three-lane roadway. Widening has been completed on 0.43 mile of the section. It is expected that a contract for widening the remaining 1.37 miles of roadway will be awarded in the latter part of this month. Widening the structure over Columbia Slough is an essential item of the entire improvement and is the only item of work that requires the use of critical materials, as all other structures on the section are of reinforced concrete construction, and reinforcing steel is not, at the present time, an item on the critical materials list. The War Department permit covering the proposed construction requires the widening work to be similar to that of the existing structure, which is steel, and their channel clearance requirements make the use of reinforced concrete construction an impossibility. To attempt to use the old structure with its present three-lane width would practically nullify the use of the entire improvement as a four-lane roadway, and would create an extremely hazardous condition for the heavy traffic using the roadway.

12. Effect of delay in delivery:

The construction schedule for all work on the entire section contemplates completion on July 31, 1952. The work of widening the Columbia Slough bridge is scheduled for completion on May 31, 1952. Any serious delay in delivery of the fabricated structural steel, with the resultant delay in completing the rest of the bridge work, will of course prevent the free flow of traffic on the four-lane roadway. In addition to this, there is the item of additional expense to the bridge contractor by tying up his equipment, finances, etc., in an incomplete job.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CAG:gm

RECEIVED
[illegible] 1 1951
FOR FILING

[illegible]

[illegible]

~~NPPKS-4~~

General Files

CORPS OF ENGINEERS, U. S. ARMY
Office of the District Engineer
Portland, Oregon District
628 Pittock Block
Portland 5, Oregon

COPY

NPP 800.6 (Col. Sl.-
Bridges)-1

May 15, 1951

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

There is inclosed an instrument approving the plans for widening the bridge across Columbia Slough at Union Avenue, Portland, as requested in your application of March 8, 1951.

Should it be necessary because of unforeseen or altered circumstances to deviate materially from the approved plans, copies of which are attached to and made a part of the instrument, it will be necessary to submit revised plans showing any proposed changes in order that they may receive the approval required by law before the work is commenced.

It is requested that this office be notified sufficiently in advance of the times for commencement, suspension, resumption, and completion of the work, in order that inspections may be made as required by condition 1 of the instrument.

Very truly yours,

(sgd) James W. Sloat

James W. Sloat,
Lt. Col., Corps of Engineers,
Acting District Engineer.

1 Incl.:
Instrument, May 7, 1951,
to Oreg. State Hwy. Comm.

Original, with enclosure, forwarded
to Mr. Paxson 5-16-51 by WCW with
notation: "Note and forward to Glaisyer
for filing."

RECEIVED
1951
FOR FILING
OREGON DISTRICT

[redacted]

U-130(4)

3511

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project U-130(4), Columbia Slough-Columbia Boulevard Section of the Pacific Highway East, have today been recommended for approval, subject to such change as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for construction of this project can be secured or that authorization for "commencement of construction" can be obtained from the National Production Administration.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
1951
FOR FILING

[illegible] - 13? (4)
3511

AGENDA
[illegible] 1 [illegible]

May 9, 1951

General Construction Co.
[illegible] Avenue
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you Contract No. 3511 for [illegible] Columbia [illegible] bridge on the Pacific Highway East, in Multnomah County. This award was based on your low bid of $[illegible] submitted on April [illegible], 1951.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc. 1
cc: H.G. Smith
Goldie Lewis
S.H. Probert
[illegible] Paxson
L.R. White, Asst. Comm.
SIAC

[illegible] examined

S+C

...rvice desired; ...message will be ...a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 9, 1951
4:20 p.m.

General Construction Co.
1850 N.W. Front Avenue
Portland, Oregon

State Highway Commission awarded you today contract for widening Columbia Slough Bridge on the Pacific Highway West, based on your low bid submitted April 13, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oregon State Highway Commission

cc: Confirmation
C.W. Head
Auditor (5001-900)
Files

RECEIVED
FOR FILING

(U-130-4)

3511

May 9, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Columbia Slough Bridge Widening
F. A. U-130 (4)

We have now been advised that the plans for the Columbia Slough Bridge Widening have been approved by the U. S. Engineers as of May 7. All right of way for this project had formerly been acquired, and this removes all obstacles to award a contract. We respectfully request your concurrence to award the contract as of this date to the General Construction Company of Portland at its low bid as submitted on April 13, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm WCW:me

cc Mr. G. S. Paxson

RECEIVED
MAY 14 1951
FOR FILING

U-130(4)

354

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

May 9, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

As requested in your letter of today advising that the plans for Oregon Project U-130(4), Columbia Slough-Columbia Boulevard Section, Pacific Highway East, have been approved by the Corps of Engineers, Department of the Army, we hereby concur as of this date in award of contract to General Construction Company, Portland, who submitted the low bid for this project at the bid opening of April 13, 1951.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

RECEIVED

FOR FILING

FORM E-30X 25M 9-50 42289

71-150(4)

3511

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1951

2653

SUBJECT: Columbia Slough Bridge Widening Project

To:

Mr. Marshall Dresser
Resident Bridge Engineer
6855 N. E. Halsey
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Mr. Kenneth C. Todd, secretary to the Peninsula Drainage District, has asked that the Corps of Engineers, U. S. Army, Portland, Oregon, be notified three days in advance of any pile driving work done by the contractor on the Columbia Slough Bridge Widening Project. Please keep this in mind, and be sure to notify the Army Engineers within the time requested by Mr. Todd.

Very truly yours,

Cecil A. Gardner
Bridge Office Engineer

CAG:bl
cc: Mr. W. C. Williams
Mr. A. G. Skelton

ASSIGNMENT

2, 1951

No. 2653
By

Description: Kenneth C. Todd's letter of April 30 requesting that Corps of Engineers be notified 3 days prior to driving piling on Columbia Slough Bridge widening project so that Government inspector can observe construction

Acknowledged by _____ Referred to ___ Paxson ______

Investigate and report with recommendation
xx ~~[illegible]~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________________ signature

Assignment executed 5-4-51 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

PENINSULA DRAINAGE DISTRICT NUMBER TWO
OFFICE ▬ AMERICAN BANK BUILDING
PORTLAND, OREGON

April 30, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

State Highway Commission
Salem, Oregon

Gentlemen:

It is requested that the Corp of Engineers, U.S. Army, Portland, Oregon, be notified three (3) days prior to driving piling on the "Columbia Slough Bridge Widening" project, so that a Government inspector can observe the construction.

Your very truly,

Secretary

NOTED
W. C. WILLIAMS

RECEIVED
[illegible]

RECEIVED
[illegible] COMMISSION

U-130(4)
5

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

April 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 20 relative to proposed contracts for Projects U 130(4) and U 130(5) on Union Avenue north of Portland.

For the reasons stated in your letter it will be satisfactory to combine both projects under one contract. It also will be satisfactory to make payment for roadbed construction at a price per cubic yard for "embankment in place," with pay quantities to be based on neat embankment cross sections without allowance for shrinkage or settlement.

To date we have not received advance layout sheets for these projects showing proposed channelization or traffic interchange data. Please forward three copies of these sheets as soon as possible.

Very truly yours,

C. C. [illegible]
Acting District Engineer

RECEIVED
APR [illegible] 1951
FOR FILING

U-130(4)

3511

April 20, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

May we have authority from you to combine in one contract the grading and paving work proposed to be done on projects U-130(4) and U-130 (5) on Union Avenue north of Portland?

Combination of the two projects in one contract is desirable for the reason that the nature of work involved is the same and that even in combination the projects do not make a large contract considering the fact that four-lane construction is involved. In combination, the length figures 1.4 miles and the cost $425,000. Combination letting will enable a coordination of operations that will facilitate and simplify the handling of traffic as well as effect savings in cost.

Authority is desired, also, to make payment for roadbed construction at a price per cubic yard for "embankment in place," pay quantities to be determined by cross-section measurement of the completed embankments. The conditions which make this necessary are the same as obtain on the adjoining project U-130(3) which conditions were described in detail in our letter of December 13, 1949.

The receiving of bids for projects U-130(4) and U-130(5) is tentatively scheduled for May 24 or 25.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
MAR 29 1951
FOR FILING

U-130(4)

3511

March 28, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This letter is written in reference to Item No. 21 of the Oregon First Supplemental Postwar Federal-aid Urban Highway Program, the Columbia Slough to Columbia Boulevard Section, FA Route 26, Pacific Highway East in Multnomah County, Federal Project No. U-130 (4).

We propose to call for bids on April 13, 1951 for the widening of the present bridge over Columbia Slough, a part of the above project, with the grading and paving of the roadway to be contracted at an early subsequent letting.

The proposed project is joined on the northwest with an improvement now being completed under Federal Project No. U-130 (3), and the current project is planned as the next logical step in the ultimate improvement of this route between Denver Avenue and Columbia Boulevard.

The bridge widening project consists of the widening of the present structure from its present width of 38 feet, with one five-foot walk, to a width of 58 feet, with one five-foot walk. The widening is of steel deck girder construction on concrete piers with reinforced concrete deck slab. Pertinent details for the bridge widening are as follows:

Length - 358 lineal feet
Estimated cost - $160,000
Completion date - May 31, 1952
Traffic volume - NW 7,825, SE 7,175 (1949 A.D.T. - 15% commercial - 1965 factor 1.4 - 30th peak hour factor 15%)
Steel required - 51,600 pounds reinforcing, 247,600 pounds structural low alloy (ASTM - A242), 70,000 pounds structural carbon (ASTM - A7)

The widening of this bridge is very vital, in that the highway is carrying an extremely heavy volume of traffic (mostly interstate in character) and is a vital military route and also necessary to the economy of the states of Oregon and Washington.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. S. H. Probert

RECEIVED
MAR 15 1951
FOR FILING

Zl-130(4)

3511

March 14, 1951

5416

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Herewith three additional copies of the excerpt from the minutes of the Oregon State Highway Commission authorizing the widening of the Columbia Slough Bridge in Portland. These are as requested in your letter of March 12.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gn
cc G. S. Paxson

March 13, 1951 ASSIGNMENT No. 5416

By

Description: Letter 3-12-51 from T. W. Ragsdale, Army Engineers, re Columbia Slough bridge

Acknowledged by _ _ _ _ _ Referred to _ _ _ PAXSON _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for _ _ _ _ _ R.H.B.'s _ _ _ _ _ _ _ _ _ signature

Assignment executed 3-14-51 Report received _ _ _ _ _ _ _ _
Remarks:

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPKS-4

CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

March 12, 1951

REFER TO FILE
NO. NPP 800.6(Columbia Slough-Bridges)-1

Oregon State Highway Commission,
Salem,
Oregon.

Attention: Mr. R. H. Baldock, State Highway Engineer.

Gentlemen:

Reference is made to your letter of March 8, 1951, requesting approval of plans for widening the bridge across Columbia Slough at Portland, 7.5 miles above the mouth of the waterway.

It is requested that three additional copies of the excerpt from the minutes of the Highway Commission authorizing construction of the project be furnished this office.

For the District Engineer:

Very truly yours,

T. W. Ragsdale
T. W. Ragsdale,
Chief, Construction and Operations
Divisions.

REFERRED TO
[illegible]

RECEIVED
MAR 1[illegible] 1951
OREGON
[illegible] HIGHWAY COMMISSION

CEIVED
R [illegible] 1951
OR FILING

March 8, 1951

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Application is hereby made by the State Highway Department of the State of Oregon, at Salem, Oregon, for approval by the Chief of Engineers and the Secretary of the Army of plans for the widening of a bridge across Columbia Slough at Portland, Oregon, 7.5 miles above the mouth of the waterway as shown on the attached plans.

Legal authority for the structure is found in the General Bridge Act of 1946. Specific authority of the Engineer to prepare plans and specifications is found in O.C.L.A., section 100-126, subsection 6. Attached hereto is an excerpt from the minutes of the Highway Commission authorizing the construction of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm
cc G. S. Paxson

6-1042 Bunker Hill-Delmar Sec., Oregon 1951
Coast Hwy.
#3512

RECEIVED
MAR 8 1955
FOR FILING

6-104

[illegible]

March 7, 1955

Mr. L. P. Hopkins, Supt.
Southern Pacific Company
Room 251, Union Station
Portland 9, Oregon

Dear Sir:

Reference is made to a memorandum which I believe was left with Mr. W. C. Williams by Mr. Bartlett on January 12, with respect to a highway fill which sloughed off and filled a portion of the railroad drainage ditch at M.P. 775.49 on your Coos Bay Branch. Our request for an investigation was misfiled; hence, the delay in answering.

Our crews have removed the slide material from your ditch and have placed a concrete riprap slope, which we feel will end the trouble.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. E. A. Collier

FORM E30—80M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1955

SUBJECT: Assign. #1697 WWS -
S.P. Railroad Complaint
Slide at Davis Slough

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

OFFICE

Dear Sir:

Attached herewith is a note from S.P.R.R. Co. of January 12th about a small slide at R.R. Mile Post 775.49. Also attached is a report from Mr. Wimer and two letters from Mr. Edwards.

This material became attached to the wrong file here in the office, hence the delay.

However, I am advised that our crew has dug out the slide by hand, placed a broken concrete rip rap slope and think the trouble is ended. This work was done in February and charged to Maintenance as it was not a very big job.

Very truly yours,

E. A. Collier
Maintenance Engineer

Enclosure

NOTED
W. W. STIFFLER

FORM E-30X 87½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 2, 1955

SUBJECT:
Serial #205
Assignment #1697 WWS
S.P. Railroad Complaint at Davis Slough

To:

L. R. Chandler
Maintenance Office Engineer

Dear Sir:

Reply is made concerning investigation of the above assignment. Wimer's letter is attached recommending his solution No. 3 as being the best.

However, I believe that this would be unsatisfactory to S.P. officials, and I have advised him as per attached letter to proceed immediately on the basis of his solution No. 2.

Very truly yours,

Tom Edwards

Tom Edwards
Division Engineer

TE:gb
Encls.

RECEIVED
FEB 3
MAINTENANCE OFFICE ENGINEER

COPY

FORM 230—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 2, 1955

SUBJECT:

To:

G. W. Wimer
District Maintenance Superintendent

COPY

Dear Sir:

I have your reply to my assignment concerning slough on the S.P. Railway at their M.P. 775.49, our M.P. 263.1, Station 367+43. Bunker Hill-Delmar Section.

From your report the best possible solution appears to be as follows:

1. Rent a small crane with clamshell boom and bucket attachment.

2. Dig out the slough.

3. Backfill with broken concrete slabs in order that the source of trouble be eliminated.

This complaint was originated by the S.P., I believe, through other sources than their local roadmaster. Therefore, I recommend that you take corrective steps in the very near future in order that cause of complaint and criticism be eliminated.

Very truly yours,

Tom Edwards
Division Engineer

TE:gb
cc: L. R. Chandler

COPY

FORM E-30X 37½ 8-54 73730

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
January 31,1955

SUBJECT: Assignment 79 T.E.
Also Serial 205 of Assignment 1697WWS
S.P. Railroad Complaint at Davis Slough

To:

Tom Edwards
Division Engineer
Roseburg, Oregon

Dear Sir:

In answer to your assignment 79 T.E. dated January 24 pertaining to Serial 205 of Assignment 1697 WWS to contact the proper S.P. R. R. Co. officials, investigate, report with recommendations, and take the necessary steps to eliminate this condition the following is submitted:

Mr. T. R. Godley's, Local Roadmaster, office was called last week. He was out of town at that time, therefore an inspection was not possible until today.

As they have indicated, it is approximately 50 lineal feet of our roadbed which is sloughing and filling their ditch at S.P. mile post 775.49, left of our M.P. 263.1 or at Station 367+43 of the Bunkerhill-Delmar Section.

Three possible solutions exist:

(1) Building a wooden retaining wall complete with piling cannot be done with driving equipment on the bridge trucks and would require the large driver to obtain the necessary overhang. This is too much equipment for such a small job.

(2) Removing all slough and replacing with hand placed rip-rap (broken concrete slabs) would require 30 C.Y. of excavation and a similar amount of rock for a cost of approximately $350.

(3) An alternate method with respect to using rip-rap would be to place an 8-inch perforated pipe in the ditch at the toe of this slough and cover with rip-rap. Approximate cost would be $400.

It is my recommendation that the latter solution be used as this method would leave the critical area on the flatest possible slope and therefore the least likely to cause future trouble.

Since best results can be obtained by doing this work in the summer season and since this is satisfactory to Mr. Godley, such is planned.

Very truly yours,

Gerald Wimer

Gerald Wimer
Dist. Maint. Supt.

GW/vs

encl:

[illegible] ASSIGNMENT

January [illegible], 1955 No. 1697 By [illegible]

Description: Notice from S. P. R. R. Company dated 1-12-55 re sloughing off of new highway fill on the Coos Bay Line, M. P. 775.49.

Acknowledged by____ Referred to Mr. Collier ✓

XX Investigate and report with recommendation
_ Such action as necessary and report
_ Comment or recommendation
_ Return with rough draft of reply
_ Prepare reply for signature of Mr.________
_ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. W. STIFFLER
FOR FILING

Executed 3-7-1955 Report Received________

January 12, 1955

Coos Bay Line MP-775.49:

Mr. D.B.J.

At this location new highway fill sloughed off and filled about 50' of ditch between railroad and highway grades and blocking drainage to 2'x2' railroad culvert at above location.

State Highway should clean ditch and remove slide material and riprap their fill slope which is approximately 50' in length. Will contact Highway Engineers in Salem soon as possible.

Make report.

S.P. R.R. Co. –

RECEIVED
FEB 18 1954
FOR FILING

February 17, 1954

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3512 for structures, grading and paving the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County was awarded to Porter W. Yett. The contract was completed February 12, 1953, accepted by the Commission April 8, 1953, and final payment made on July 20, 1953. Our records show that Lindstrom Brothers performed work on this contract as subcontractors. The surety on this job was Continental Casualty Company, Wilcox Building, Portland 4.

Lindstrom Bros., Inc., were the principal contractors for construction of Dee Bridge over the East Fork of Hood River in Hood River County, Contract No. 3587. This job was completed December 23, 1952, accepted by the Commission January 21, 1953, and final payment made on May 21, 1953. Continental Casualty Company was the surety on this job also.

As it has been longer than six months since these jobs were accepted by the Commission, there is probably no point in filing the claims with the Secretary of State.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.
JOHN H. BUTTLER
JONATHAN U. NEWMAN

February 15, 1954

Oregon State Highway Department
Salem, Oregon

Attn: H. B. Glaisyer, Secretary
Re: Lindstrom Bros.

Gentlemen:

Our office is attorneys for Portland Wire & Iron Works, sub-contractors on the following jobs:

3512 ~~3409~~

(1) Bunker-Hill-Delmar section, Oregon Coast Highway;

(2) Dee Bridge over east fork of Hood River, Hood River County, Oregon. — 3587

Would you please be kind enough to furnish our office with the State Highway contract numbers on the above two projects, on which Lindstrom Bros. were prime contractors, and also furnish us the completion and acceptance dates of these two projects. We may advise that our client is an unpaid sub-contractor and it is our intention to proceed against the bonding company.

Any other information that you might think helpful to us in this matter would be appreciated.

Yours very truly,

CAKE, JAUREGUY & HARDY

Harold B. Hutchinson
Harold B. Hutchinson

HBH:lp

RECEIVED
FEB 16 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

L-7701

E. E. MAYO
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

6-1012
2-12

February 4, 1954

IN REPLY PLEASE REFER TO
File: 911/323
G.M.O. 50793

PLEASE RETURN TO
W. C. WILLIAMS

4866 SUBJECT: Highway Construction Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

* Attached you will find three copies of Weekly Report Summaries Nos. 135 to 150 inclusive, and Supplement No. 1 to Weekly Report Summary No. 130. One copy is supported by duplicates of daily and weekly field reports on Form No. L-7702.

These reports are in support of Final Bill to be rendered covering the force account work done according to terms of Agreement Audit 88315 dated December 21, 1951.

Very truly yours,

E E Mayo
C R Tinkler

* Encls.

RECEIVED
FEB 8 1954

ASSIGNMENT

Date: February 9, 1954 No. 4866 By WCW

Description: Letter from E.E.Mayo, S.P.Co., San Francisco 5, Calif., 2-4-54, enclosing 3 copies of Weekly Report Summaries ,135 to 150, on Hwy. Constr. Bunker Hill to Delmar, Ore.

Acknowledged by____ Referred to C.A.Gardner

__ Investigate and report with recommendation
XXXX Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Reports submitted will be used in processing of final bill for payment. Final bill not received to date. C Gardner

NOTED
W. C. WILLIAMS

Executed 2-10-54 Report Received__________

RECEIVED
DEC 1 1953
FOR FILING

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

L-7701

file

E. E. MAYO
CHIEF ENGINEER
6 1942
C. R. TINKLER
VALUATION OFFICER
M. B. HAYNES
VALUATION AND TAX ENGINEER

IN REPLY PLEASE REFER TO
911/323

December 14, 1953

SUBJECT: Bunker Hill - Delmar, Oregon - Highway Construction

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
C. A. GARDNER

Dear Sir:

Reference is made to your letter addressed to the attention of Mr. Geo Nelson, dated October 26, 1953, signed by Mr. W. C. Williams, Assistant State Highway Engineer and pertaining to the retention of percentages in the payment of progressive bills and the rendition of final bill for our costs in connection with agreement dated December 21, 1951, our Audit No. 88315.

The final bill will conform to the provisions of Section XIV-D of General Administrative Memorandum No. 299 which was incorporated in the agreement. The retention of percentages of amounts paid on progressive bills is recognized in the memorandum.

Very truly yours,
E. E. Mayo
pr C R Tinkler

NOTED
W. C. WILLIAMS

RECEIVED
DEC 17 1953
OREGON STATE HIGHWAY COMMISSION
ENGINEERING DEPARTMENT

RECEIVED
1953

RECEIVED
OCT 27 1953
FOR FILING

6-1042

3512

October 26, 1953

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. Geo. Nelson
Auditor of Miscellaneous Accounts

Gentlemen:

Re: EB 220-113-State of Oregon
Bunker Hill-Delmar Section
Agreement Audit 88315

Please advise as to whether or not invoices listed in your letter of September 30 constitute final billing for your work on the above project. No retained percentage will be released until we have checked and approved final billing.

Our records show last bill paid on this project to be 429444 in the amount of $195.86 and bill 429446 to be on Lakeside project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG/ds

cc G. S. Paxson
C. A. Gardner

, 1953

ASSIGNMENT

No. 4562
By [illegible]

ription: **Letter of September 30 from the Southern Pacific Co., San Francisco, by Geo. Nelson, regarding bills collectible on labor and material furnished in connection with highway construction between Bunker Hill and [illegible] and others**

Acknowledged by _____ Referred to **Gardner** ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxxx Return with rough draft of reply
Please prepare for ______________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 10-26-53 me Report received ________

Remarks:

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

[illegible]. V. COLE
AUDITOR OF DISBURSEMENTS
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
E. M. JOHNSON
AUDITOR OF PAY ROLL ACCOUNTS
H. J. KIHN
AUDITOR OF FREIGHT ACCOUNTS

P. J. KENDALL
GENERAL AUDITOR
U. E. NORDEEN
H. C. McCLEER
C. S. MACKENZIE
ASST. GENERAL AUDITORS

GEO. NELSON
AUDITOR OF MISCELLANEOUS ACCOUNTS
S. S. WEMETT
AUDITOR OF CAPITAL EXPENDITURES
W. W. WILLSON
AUDITOR OF PASSENGER ACCOUNTS

es-d

IN REPLY PLEASE REFER TO

EB 220-113-State
of Oregon-Highway Dept.

SEP 30 '53

State of Oregon
c/o of R. H. Baldock
State Highway Engineer
Salem, Oregon

Gentlemen:

We have outstanding in our accounts $769.89 which represents 10% balance due on bills collectible rendered against you under terms of agreement audit No. 88315, dated December 21, 1951, for cost of labor and material furnished in connection with highway construction between Bunker Hill and Delmar, Oregon, detail as follows:

Bill No.	Date	10% balance due
423555	January 1952	$ 306.45
424425	May "	12.30
426790	August "	18.78
427212	October "	108.64
238793	September "	31.02
425833	November "	163.85
427716	December "	79.43
428096	February 1953	27.00
428746	April "	22.42
		$ 769.89

In addition to those detailed above, we also have outstanding in our accounts under terms of above-mentioned agreement, bill collectible No. 429446, dated August 1953, amount $195.86 making aggregate total due $965.75.

Will you please advise when we may expect your remittance in amount of $965.75 to be forwarded to Southern Pacific Co., care of Treasury Department, 65 Market Street, San Francisco 5, California so that we may be in a position to clear this account from our records.

Your prompt attention and cooperation in this matter and an early reply will be appreciated.

Yours truly,
GEO. NELSON
By

RECEIVED
HIGHWAY COMMISSION

RECEIVED
OCT 2 1953
OFFICE OF
STATE HIGHWAY ENGINEER

7-51-12M

RECEIVED

FOR FILING

L. P. HOPKINS
SUPERINTENDENT
6-1042

Southern Pacific Company

S-2890

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO
GMO-50793

October 3, 1952

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

3761

3512
6-1042

Dear Sir:

Please refer to yours of September 19th, in which you sent us cross section of the State Highway additional encroachment from Station 183 to Station 190 on the Bunker Hill-Delmar Section of the Coast Highway now under construction.

After checking over these cross sections, we find that this additional encroachment should be removed from our right-of-way, as we feel it is creating additional hazard. When the proposal was first proposed, as you remember, we had considerable difficulty in obtaining an encroachment up to twenty feet from the track, and do not believe we should get any closer than the above figure.

Also note that your cross sections are based on 1 1/2 to 1 slope, but on check in the field find that these slopes in the ditches are 1 to 1. We are sure that the slopes will not stand up on that basis.

We have also been informed that the State has installed additional culverts along this construction, which does not line up with culverts under our main branch tracks. On account of drainage condition in this area, we are sure that any additional culverts which the State installs should be constructed through our roadbed so that no water will accumulate on our right-of-way. Also, it was understood that where two State Highway culverts would drain into one Southern Pacific culvert, the ditches between them would be paved or lined with asphalt, so as not to allow the water to stand.

We appreciate your investigating further and having the additional encroachment removed from our right-of-way and the drainage arranged so that we will not have any accumulation of water which could cause damage to our roadbed.

Yours truly,

1952

NOTED
WILLIAMS

AS GNMENT

N 37

By W

e: October 9, 1952

Description: Letter of October 3 by L. P. Hopkins regarding encroachments on Bunker Hill-Delmar Section of Oregon Coast Highway

Acknowledged by _____ Referred to ___ Smith ✓ _______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Ret'd 10-1-52 for filing. OK [illegible] this time. [illegible]

Assignment executed ______ Report received ________

Remarks:

RECEIVED
FOR FILING
FORM E-30 37,500 4-52 56606

6 1542

[illegible]

4222

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

In regard to Assignment #4222, letter from the Southern Pacific Company dated May 11th, 1953, advising that they have had considerable distortion of their track at our Highway Station 369+10 on the Bunker Hill-Delmar Section of the Oregon Coast Highway.

Since receiving this letter, we have, of course, reworked all the side ditches, paving them in accordance with our agreement, and we have had no trouble with the highway at this point, which clearly indicates that the matter mentioned was merely a local disturbance of the railroad which had taken place before.

It is my understanding that the Railroad is satisfied with conditions at the present time, and I do not believe it necessary to open up the subject or reply to Mr. Hopkins' letter, since we made an inspection with their Mr. Radcliffe after this letter, and he undoubtedly made them a complete report. I would recommend that the matter be considered closed unless we hear from them again.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

NOTED
W. C. WILLIAMS

HGS:AR

RECEIVED
SEP 30 1953
OFFICE OF
STATE HIGHWAY ENGINEER

y 12, 1953 **ASSIGNMENT** No. 4222
By WCW

escription: **Letter from L. P. Hopkins, Southern Pacific Co., Portland, Ore., 5-11-53, re our file 16946, Bay Park--Delmar Section, Ore. Coast Hwy, Coos County, concerning fill.**

Acknowledged by _ _ _ _ _ Referred to Mr. H. G. Smith

Investigate and report with recommendation
XXXX Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 7-21-53 Report received _ _ _ _ _ _ _ _
MC

Remarks:

S-2000

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO

May 11, 1953

L-11-88315

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

H.G. SMITH

Attention - Mr. W. C. Williams

Dear Sir:

Your file 16946, Bay Park - Delmar Section, Oregon Coast Highway, Coos County.

At Southern Pacific Company's MP-775.49, your Highway Station 369+10, we have a 2'x2' timber box which was connected onto by Highway Department with a 66' extension. At this time a fill was also placed against our existing fill at a depth of approximately 6' extended level from tracks for 20' toward new highway, then up on a 1½ to 1 slope to grade of your present north bound lane 10' higher than top of tie.

Recently we have had very much subsistence and distortion in our tracks at this culvert. At catch basin our fill has slipped 24½" toward Isthmus Slough. We have been shifting track and filling in with ballast hoping condition would correct itself.

Note there are six hydroauger holes in side of roadbed of south bound lane highway some of which are running good streams of water. In fact, the whole face of highway roadbed is weeping water. Side ditches are all filled with mud and water is running thru track sub-base of north bound lane. Side ditches leading to our culverts are filled with silt and mud and ditches themselves, being made up of new fill material, do not carry water causing it to saturate our fill which, we believe, coupled with additional weight highway has placed upon fill at this point, is major cause of track distortion.

Please note items 1 and 2 Article II of agreement between Southern Pacific Company and State of Oregon dated December 21, 1951, which clearly covers a situation of this nature. Also, note item 2 states ditches should be paved, which has not been done.

Suggest you have your engineer check into this situation as soon as possible as our fill does not seem to be stabilizing.

Yours truly,

L P Hopkins

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED

6-1042

3712

No. 4488
By WCW

ASSIGNMENT

Date: September 10, 1953

Description: **Southern Pacific Company Bill No. 429444 in amount of 195.86 (6 copies) for cost of labor and material in connection with highway construction, Bunker Hill to Delmar.**

Acknowledged by _____ Referred to ___ **Gardner** ✓ _______

Investigate and report with recommendation
xxx ~~Investigation,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed _________ Report received _______

Remarks: Being processed for payment of [illegible] 9-14-53
mc

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
July 17, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3512	23-final	PORTER W. YETT	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13607	R-71436	$ 48,667.71	July 15, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: to June 30, 1953 without penalty

Completion Date: Feb. 12, 1953

Date Accepted: April 8, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-20-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 2

a.a. Wicklander

[illegible] ON CARD

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1953

SUBJECT:

To:

R. W. Remington
Purchasing Agent
Department of Finance
Procurement and Service Division
OFFICE

Dear Sir:

We return, herewith, Purchase Request and Order #54396 for the purchase of approximately 1000 tons of Asphaltic Concrete in place on the Bunker Hill-Delmar Section of the Oregon Coast Highway.

Since our discussion in your office this morning I have made further checks and find that this is indeed an emergency and must be handled quickly if we are to be able to secure the material at all. The contractor, Porter W. Yett, whose letter to Mr. Collier quoting the price of $9.00 per ton in place is returned along with the purchase request, is about to finish up his work near by and will be moving his plant in the very near future.

As stated in my letter of July 1, the material is needed to repair settlement, dangerous to traffic , and we will appreciate your early handling of this order.

Very truly yours,

E. A. Collier
Maintenance Engineer

By L R Chandler
L. R. Chandler
Asst. Maintenance Engineer

LRC:ab
cc - W. W. Stiffler
C. H. Maison

NOTED
W. W. STIFFLER

RECEIVED
JUL 7 1953
FOR FILING

[illegible]

3512

July 7, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

State Highway Contract No. 3512 for structures and grading and paving on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County was completed by the contractor, Porter W. Yett, on February 12, 1953, and was formally accepted by the Highway Commission on April 8, 1953.

Final payment in the amount of $48,667.71 will be released to the contractor on or after July 17th. The total contract amount is $1,441,054.98 of which amount $19,[illegible]82.83 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Mr. Warner W. Bruce

Tate, Westenfelder & Berg, Inc.

Noted on card
md

Lewis

RECEIVED
JUL 2 1953
FOR FILING

6-1042

July 1, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

This is to advise you that we have received a letter from the Mountain States Power Company in Coos Bay in which they write as follows:

"In January 1953 we wrote to you in regard to the account of Porter W. Yett Construction Company in the amount of $1,708.38 owing this Company in connection with State Highway construction No. 3512.

This letter is to advise that this account has been paid in full, and that our claim should be cancelled."

We provide this information inasmuch as your Company appears as surety on the performance bond furnished with Contract No. 3512.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMM.

FA[illegible]:mm

cc Porter W. Yett
6500 N.E. Ainsworth St.
Portland 13, Ore.

Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Ore.

Mr. Warner M. Bruce, Mgr.
Northwest Branch Office
152 Denny Way
Seattle 9, Washington

NOTED ON CARD

MOUNTAIN STATES POWER COMPANY
P.O. BOX 270
COOS BAY, OREGON

June 23, 1953

H. B. Glaisyer
Secretary
State Highway Department
Salem, Oregon

Dear Sir:

In January 1953 we wrote to you in regard to the account of Porter W. Yett Construction Company in the amount of $1,708.38 owing this Company in connection with State Highway construction No. 3512.

This letter is to advise that this account has been paid in full, and that our claim should be cancelled.

Sincerely,

MOUNTAIN STATES POWER COMPANY

L. E. Gilbertson

L. E. Gilbertson
Division Auditor

LEG:jh

REFERRED TO
BY SECRETARY

RECEIVED
JUN 25 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
8 1953
FOR FILING

6-1043

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

L. G. GREWE, MANAGER

NORTHWEST BRANCH OFFICE
152 DENNY WAY
SEATTLE 9, WASHINGTON
TELEPHONE MAIN 7410

WARNER M. BRUCE, MANAGER
SURETY DEPARTMENT

May 6, 1953

Contract # 3512
Info. mailed 5-11-53

Floyd Query, Acting Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query: Re: #919728 - Porter W. Yett to State of Oregon - Bunker-Hill-Delmar Section of Oregon Coast Highway - #3512

Thank you for your letter of May 4 concerning the above contract, which enabled us to straighten out our files.

We are sending you another Status Report herewith, which we shall appreciate your holding until the final estimate is in and then completing and returning to us.

Thanking you, we are

Yours very truly,

Surety Department

By

EF

RECEIVED
FOR FILING
6-104[illegible]
3512

C
O
P
Y

May 4, 1953

Continental Casualty Company
152 Denny Way
Seattle 9, Washington

Gentlemen:

We have your letter of April 30, 1953, concerning status reports on Porter W. Yett's contracts in Coos County. Mr. Yett has two contracts in the Bunker Hill area. One is known as the Bunker Hill Section, Contract No. 3649, and the other as the Bunker Hill-Delmar Section, Contract No. 3512.

Contract No. 3649 was completed October 31, 1952 and accepted by the Commission November 24, 1952. The total contract amount was $74,172.10. Contract No. 3512 was completed February 12, 1953 and accepted by the Commission on April 8, 1953. The final contract price has not been determined on this job and our figure of $1,384,694.93 paid to date with a retained percentage of $42,825.62 is still the last figure that we have pending completion of the final estimate.

The fact that these two jobs have very similar names and were awarded to the same contractor, we believe accounts for the confusion that has resulted.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Acting Secretary

FAQ:sl

CONTINENTAL CASUALTY COMPANY

April 30, 1953

C
O
P
Y

Mr. Floyd Query, Acting Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query: Re: #919728 - Porter W. Yett to State of Oregon - Bunker-Hill-Delmar Section of Oregon Coast Highway

Thank you for status report on above contract received today. We note therefrom that this contract was completed October 31, 1952 and accepted November 24, 1952 for a final contract price of $74,172.10, which was paid on March 24, 1953

The status report received on March 20 from your Department indicated that the contract was completed on February 12, 1953, but had not yet been accepted, and the final contract price had not been determined, but $1,384,694.93 was paid to that date with a retained percentage of $42,825.62.

We shall appreciate an explanation and advices as to the final contract price, including extras.

Yours very truly,

Surety Department

EF

By /s/ Edna Fall

RECEIVED
APR 1[illegible] 1953
FOR FILING

6-114

April 10, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett in connection with contract No. 3512, for structures, grading and paving on the Bunker Hill-Delmar Section of the Oregon Coast Highway, Coos County.

This payment, in the amount of $7,692.34, will be released to the contractor on or after April 20, 1953. The retained percentage is $43,063.52.

There is a claim filed against this project by the Mountain States Power Co. for electrical services in the sum of $1,708.38, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
[illegible]

RECEIVED
FOR FILING

FORM E-30 25M 9-51 [illegible]

6-1142
3512

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

The attached Order for Extra Work to reimburse subcontractor E. L. Gates for the difference in cost between grading with a ½-yard shovel and a 1½-yard shovel under telephone lines on the Bunker Hill-Delmar Section is called specifically to your attention, since it might be thought this would violate the theory which we insisted upon on the Cedar Point Coquille Section; that is, we are not responsible for delays in the movement of telephone lines.

On the Bunker Hill-Delmar Section Mr. Edwards points out that the length of delay after the award of the contract before the matter of the location of the telephone lines on railroad property was decided was more than three months, and there was no possibility of the telephone company being able to move their lines until shortly after the contractor had to work under them. He points out that this was a new situation, and the contractor had no reason to anticipate such a delay.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

RECEIVED
MAR 27 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1953
FOR FILING

March 24, 1953

Oregon State Highway Commission

Gentlemen:

During construction of the Bunker Hill-[illegible] Section of US101, we encountered many construction difficulties, necessitating several changes of alignment and a very material overrun in excavation and crushed materials in the base. We were also required to build a considerable amount of guard fence and pave ditches paralleling the railroad tracks.

All of this resulted in an overrun of the project authorization of 7.3 per cent, or $107,000, in so far as we can compute the quantities, which are now being finaled. This, percentagewise, is not an undue overrun, but, owing to the large project authorization, the amount of money involved in the overrun is considerable. It, however, will be well absorbed by underruns on other projects finaled during the year.

This matter will be on the next agenda, and it is respectfully requested that you approve additional project authorization in the amount of $107,000 on Contract No. 3512, the Bunker Hill-[illegible] Section of the Oregon Coast Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison
Mr. H. G. Smith

WCW:me fp

RECEIVED
FOR FILING

6-1042

3512

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20th, 1953

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

In transmitting Quthority to Over-Run Contract Amount on the Bunker Hill-Delmar Section, I wish to call your attention to a possible claim by the contractor, E. L. Gates, which might increase this amount by $6,000. Mr. Gates called me the other day, but I do not consider it advisable to increase the authority, as there is considerable question whether Gates will submit the claim.

Mr. Gates asked me if we would be offended if he submitted a claim for additional cost of hauling material across the railroad track, but Edwards advises me he does not think Gates will submit the claim.

Very truly yours,

HG Smith
H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
MAR 23 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1

6-1042

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 7, 1953, 19

Section Bunker - Hill - Delmar

Kind of work Grading & Paving

Highway Oregon Coast

Section prefix 6 - 1042

Contractor Porter W. Yett

Contract number 3512

Date of contract May 25, 1951, 19

Date of completion Sept. 30, 1952, 19

Date work started June 1st, 1951, 19

Estimated date of completion ?, 19

Amount of contract $1,286,424.00

Per cent of time elapsed 132.2 %

Estimated cost of completed project, exclusive of engineering $1,480,525.82

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $91,800.00, 7.13 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the notes and records of the final estimate, wrapped and shipped on the ### 3rd.

Never received word yet to send in final notification as to job completion.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

RECEIVED
MAR 6 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed C C Hall

Address North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.54	6.54			6.54
Miles partially completed	All	All			All
Miles completed	"	"			"
Total estimated quantities	704,821.6	86,161			44,806
Estimated quantities moved or placed to date	All	All			All
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	none				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING

RECEIVED
FEB 26 1953
FOR FILING

6-1-2

312

February 25, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to Porter W. Yott a portion of the funds heretofore retained by the Commission in connection with contract No. 3512, for structures, grading and paving on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County.

This payment, in the amount of $59,458.68, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $42,825.62. The present payment will be released to the contractor on or after March 7, 1953.

There is a claim filed against this project by Mountain States Power Company for electrical services in the amount of $1,708.38, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

[illegible]

2-25-53

RECEIVED
FEB 20 1953
FOR FILING

FORM E-30X 30M 6-51 90116

6-124

352

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20th, 1953

SUBJECT:

COPY

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

I propose to final out Porter Yett on the Bunker Hill-Delmar Section although there is the paving of the ditch between the Southern Pacific and the highway still to be done. This was not a part of the original contract and Yett is very unwilling to do it, so we propose to do it by state forces.

Very truly yours,

(sgd) H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR

(Original [illegible] [illegible] Yett [illegible]

RECEIVED
FEB [illegible]
FOR FILING

6-1-1

3512

February 20, 1953

Union Oil Company of California
425 First Street
San Francisco 20, California

Attention: Mr. T. J. Fahay
Credit Manager

Gentlemen:

State Highway Contract No. 3512 with Porter W. Yett for work on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County has not been completed. An extension of time on this job has been granted to June 30, 1953, and it is expected that the work will be done by that time. The amount of money retained on this job as of February 10th is $42,825.62.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Union Oil Company of California

425 FIRST STREET SAN FRANCISCO 20, CALIF.

February 17, 1953

Oregon State Highway Commission
STATE OF OREGON
Salem, Oregon

Will you please tell us if State Highway Contract #3512 has been completed and accepted, and if so the dates of completion and acceptance.

We would also appreciate knowing if Mr. Yett, the original contractor, still has money due him for work approved in connection with this contract.

Thank you.

T. J. Fahay
TJ Fahay
Credit Manager

TJF:lr
Encl-1

RECEIVED
FEB 19 1953
OREGON
STATE HIGHWAY COMMISSION

FORM 401

RECEIVED
JAN 28 1953
FOR FILING

6-1042

Mr Lewis

January 27, 1953

Mountain States Power Company
P. O. Box 270
Coos Bay, Oregon

Attention: Mr. L. E. Gilbertson

Gentlemen:

We have received your statement of account in the amount of $1,708.38 owed to your company by Porter Yett Construction Company for electrical services furnished between Coos Bay and Coquille. From the description given, it appears that this may be in connection with State Highway Contract No. 3512 awarded to Porter W. Yett for work on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County. This contract has not yet been completed.

The performance bond which assures completion of the work and payment of bills incurred in connection with the contract was furnished by the Continental Casualty Company through Tate, Westenfelder and Berg, Inc., Wilcox Building, Portland 4.

It is suggested that you contact the surety in this matter; and, also, if you feel it necessary to protect your claim for a period longer than six months following completion of the work and acceptance by the Commission, that you file your claim with the Secretary of State. . For your convenience in preparing such a filing, we have attach an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 1/26
Attach.

1-27-53

MOUNTAIN STATES POWER COMPANY
P.O. BOX 720
COOS BAY, OREGON

January 22, 1953

3512

R. H. Baldock, Engineer
STATE HIWAY DEPARTMENT
Salem, Oregon

Dear Sir;

We are enclosing statement of an account which Porter Yett Construction Company has with us.

This covers services rendered to his paving plant located between Coos Bay and Coquille. Statements which have been sent have been ignored.

We would appreciate it if you would give consideration to this account before making final settlement with the Porter Yett Construction Company for paving work which they did this past summer.

Yours very truly
MOUNTAIN STATES POWER COMPANY

L. E. Gilbertson

L. E. Gilbertson
Division Auditor

LEG:vc
encl.

REFERRED TO
BY SECRETARY

[illegible] 1-22-53

ury

ER F. January 20, 195

IN ACCOUNT WITH

MOUNTAIN STATES POWER COMPANY

PAY TO THE ABOVE COMPANY AT Coos Bay, Oregon

Porter Yett
6500 N. E. Ainsworth St.
Portland, Oregon

IN REMITTING BY MAIL RETURN THIS STUB ONLY $1708.38

DATE		ITEMS	AMOUNT
AUG	'52	Change transformers -Coquille Hi*Way	206.60
JUN	'52	Disconnect & connect service	41.65
MAY	'52	Build Sub-Station on Coquille Hi*Way	1460.13
			$1708.38

MOUNTAIN STATES POWER COMPANY

RECEIVED
JAN 28 1953
FOR FILING

Fuwo

6-11-?

F31

January 27, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter and a statement of account from the Mountain States Power Company, Coos Bay, in which they state that Porter Yett Construction Company owes them $1,708.38 for changing transformers, disconnecting and connecting service and building a sub-station on the Coquille Highway at the paving plant located between Coos Bay and Coquille. It appears that the contract to which they refer may be Contract No. 3512, awarded to Porter W. Yett for work on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County.

This information is provided as your company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 1/26

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

1-27-53

RECEIVED
JAN 28 1953
FOR FILING

6-1042

2512

3943

January 26, 1953

Mr. Porter W. Yett, Contractor
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

Re additional premium for occurrence insurance, Bunker Hill-Delmar Section, you are advised that we will cover this additional payment on a State Force Order and you will be reimbursed direct for the additional expense.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

FORM E-30 25M 8-51 82919

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1953

To: Mr. C. C. Gall
Resident Engineer
State Highway Dept.
P. O. Box 496
North Bend, Oregon

SUBJECT:

NOTED
W. C. WILLIAMS

Dear Sir:

I am attaching hereto bills for occurrence insurance required by the Southern Pacific Company on the Bunker Hill - Delmar Section.

In order that these bills may be paid, will you please prepare a Force Order covering the same and forward it through regular channels, attaching thereto the approved bills.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:sh

Attach.

cc Tom Edwards
W. C. Williams

No. 3943

ASSIGNMENT

By

January 12, 1953

Description: **Letter of January 8 by Porter W. Yett enclosing statement covering additional premium for occurrence insurance on the Bunker Hill-Delmar Section, Coos County**

Acknowledged by _ _ _ _ _ Referred to _ _ _ _ **Smith** _ _ _ _ _ _ _ _

Investigate and report with recommendation
xx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 1-20-53 Report received _ _ _ _ _ _ _

Remarks: **Cover with State Force Order on Contract Project and process for payment.** WCW

OINT, OREGO IPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E AINSWORTH ST. PHONE WEbster 3251 PORTLAND 13, OREGON

January 8, 1953

PLEASE RETURN TO
W. C. WILLIAM

Mr. W. C. Williams,
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAM

Re: Bunker Hill - Delmar Section
Contract No. 3512

Dear Mr. Williams:

We enclose herewith our statement covering the additional premium for occurrence insurance on the Bunker Hill-Delmar Section, Coos County, Contract No. 3512, in accordance with Mr. J. W. DeSouza's letter of January 17, 1952.

We are at a loss as to the manner in which your Department expects to handle this extra bill.

Will you be kind enough to direct this matter into the proper channels for payment.

Very truly yours,

PORTER W. YETT

By Porter W. Yett

PWY/c

Enc. (5 Statements)

RECEIVED
JAN 9 1953
OREGON
STATE HIGHWAY COMMISSION

DESIGNERS OF CONCRETE STONE AND GRAVEL PLANTS

RECEIVED
FOR FILING

6-1142

[illegible]

Baldock

MOUNTAIN STATES POWER COMPANY

P. O. Box 270
COOS BAY, OREGON

January 22, 1953

R. H. Baldock, Engineer
STATE HIWAY DEPARTMENT
Salem, Oregon

Dear Sir;

We are enclosing statement of an account which Porter Yett Construction has with us.

This covers services rendered to his paving plant located between Coos Bay and Coquille. Statements which have been sent have been ignored.

We would appreciate it if you would give consideration to this account before making final settlement with the Porter Yett Construction Company for paving work which they did this past summer.

Yours very truly
MOUNTAIN STATES POWER COMPANY

/s/ L. E. Gilbertson
L. E. Gilbertson
Division Auditor

LEG:vc
encl.

NOTED
State Highway Engineer

RECEIVED
JAN 28 1953
[illegible]
STATE [illegible]

Sundry
Ledger____ F.______ January 20, _ 1953_

In Account with

MOUNTAIN STATES POWER COMPANY

Pay to the Above Company at Coos Bay, Oregon

Porter Yett
6500 N E. Ainsworth St.
Portland, Oregon

In Remitting by Mail Return this Stub Only $1708.38

Date	Items	Amount
Aug '52	Change transformers - Coquille Hi*Way	206.60
Jun '52	Disconnect & connect service	41.65
May '52	Build Sub-Station on Coquille Hi*Way	1460.13
		$1708.38

Mountain States Power Company

R

RECEIVED
FOR FILING
6-[illegible]
3512

November 6, 1952

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 273 days, from September 30, 1952 to June 30, 1953, within which to complete your contract No. 3512 for grading, paving and structures on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

C. C. Gall,
Resident Engineer

E. G. Smith,
Construction Engineer

NOTED ON CARD
11-6-[illegible]

RECEIVED
OCT 2[illegible] 1952
FOR FILING

6-1012

3512

October 16, 1952

Request for extension of time
No. 14
October 20 and 21 meeting

Oregon State Highway Commission

Herewith is a request from Porter W. Yett for an extension of time on Contract No. 3512, Bunker Hill-Delmar section of the Oregon Coast Highway, from September 30, 1952 to June 30, 1953.

All of the project was completed within the specified time limit with the exception of approaches, shoulders, sidewalks and miscellaneous cleanup work which cannot be done until next spring.

The contractor was delayed to a great extent by the inability of the power company and telegraph company to remove their lines from the area of operations, and, also, the close proximity of the Southern Pacific Railroad required many additional items not originally anticipated in the contract.

For these reasons, I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: lg

RECEIVED
FOR FILING

Date: October 13, 1952

ASSIGNMENT

No. 3767
By wcw

Description: 5 copies of Bill No. 238793 from Southern Pacific Company for cost of labor and material furnished in connection with highway construction - Bunker Hill to Delmar ($310.18)

Acknowledged by ----- Referred to --Gardner---------

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for
----------------------------------- signature

RECEIVED
OCT 13 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ------------- Report received ---------

Remarks: Bill being processed for [illegible] cag

RECEIVED
SEP 25 1952
FOR FILING

6-1342
3212

September 19, 1952

Mr. L. F. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

I am attaching cross sections from Station 183 to Station 190 on the Bunker Hill-Delmar Section with the request that you modify our encroachment agreement so that the minimum distance to the inside of the ditch is 14 feet instead of 20 feet.

The necessity for this encroachment was occasioned by our resident engineer thinking that it was necessary for us to maintain a more or less uniform ditch line along this area. In doing this he virtually transposed a cut section on both the highway and the railroad into a fill section for the highway but widened the railroad cut from about 7 feet inside the ditch line to a minimum of 14 feet.

We regret causing you this inconvenience, but it would appear that there is some benefit to the railroad by reason of this change.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Attachment
HGS: lg

RECEIVED
SEP 25 1952
FOR FILING

6-1042

3512

September 19, 1952

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

I am attaching cross sections from Station 183 to Station 190 on the Bunker Hill-Delmar Section with the request that you modify our encroachment agreement so that the minimum distance to the inside of the ditch is 14 feet instead of 20 feet.

The necessity for this encroachment was occasioned by our resident engineer thinking that it was necessary for us to maintain a more or less uniform ditch line along this area. In doing this he virtually transposed a cut section on both the highway and the railroad into a fill section for the highway but widened the railroad cut from about 7 feet inside the ditch line to a minimum of 14 feet.

We regret causing you this inconvenience, but it would appear that there is some benefit to the railroad by reason of this change.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

Attachment

HGS: lg

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

North Bend, Ore.
Sept. 16, 1952

SUBJECT: Bunker Hill - Delmar

To: Mr. H. G. Smith,
Construction Engineer,
Salem, Ore.

Attention; B. A. Martin

Dear Sir;

As per your telephone request of 9-16-52 I am sending herewith platted cross-sections from station 183+0 to 190+0 on the above project.

Although you only asked for Stations 185+0 to 188+0 all encroachment in this vicinity has been shown on these sections. Distances can be taken by scale only as these are taken from our constructed line platted sections on which no distances are noted. Our cross-section field notes are out with the party to-day.

Very truly yours,

C C Gall

Res.Eengr.

cc Tom Edwards

RECEIVED
SEP 17 1952
OFFICE OF
CONSTRUCTION ENGINEER

ASSIGNMENT

No. 3691
By wc

Sept. 15, 1952

Description: **Letter of Sept. 12 by L. P. Hopkins of SP Co. re Bunker Hill-Delmar Section with respect to modifying slope encroachments**

Acknowledged by _____ Referred to ___ Smith _______

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxxx Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO W. C. WILLIAMS

Assignment executed 9.19.52 Report received ________

Remarks: **Please furnish sections.**
WCW

S-2060

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO-50793

September 12, 1952

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Attention: Mr. R. H. Baldock
State Highway Engineer

Dear Sir:

Referring to your letter of September 3rd relative construction of the Bunker Hill-Delmar Section near Coos Bay with respect to modifying the slope encroachments on our right-of-way:

Your letter indicates that you are of the opinion that the changes you request will not require modification of the encroachment agreement; however, our Engineer-Inspector on the job advises that the slope between Engineer Stations 185 and 188 will move in some 6 feet further on our right-of-way than is covered by present agreement. This, of course, would require modification of our encroachment agreements.

Before making final decision in the matter, would appreciate your furnishing cross-section of points in question in order that we may make a more comprehensive study of the matter.

Yours truly,

L P Hopkins

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

RECEIVED
[illegible] 1952
FOR FILING

September 19, 1952

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Our agreement pertaining to the construction of the Bunker Hill-Delmar Section provides for the removal of a spur track at Station 285 and the lengthening of one at Station 249. We are advised by Mr. Al Pierce that he is the owner of the track at Station 285, and he has no use for the lengthened track at Station 249.

Will you kindly advise whether it is necessary for us to extend this tract as provided in the agreement when Mr. Pierce has no use for the track.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

HGS: lg

FORM E-30X 25M 4-52 36606

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 16, 1952

SUBJECT:

RECEIVED
SEP 17 1952
OFFICE OF
CONSTRUCTION ENGINEER

To:

H. G. Smith
Construction Engineer

L

Dear Sir

I attach hereto a letter from C. C. Gall concerning the extension of the spur track at Station 249+00, Bunker Hill-Delmar Section of the Oregon Coast Highway.

You will recall in our agreement with the Southern Pacific that we were to remove the track at Station 285+00 and lengthen the track at Station 249+00. Mr. Gall has taken no steps to do this work maintaining consistently that Al Pierce did not wish or did not need the additional track length inasmuch as they had constructed a spur on the opposite side of the railroad at their mill. It has been my belief that Pierce's view had nothing to do whatsoever with this, in as much as our agreement was with the Southern Pacific and not with Al Pierce. Mr. Gall now puts a different light on the entire situation when he informs me that the spur track belonged to Al Pierce and not to the Southern Pacific.

Will you kindly take this matter up with them and advise if we must comply with the terms of the agreement. In my opinion, it would be unnecessary to construct this spur and I wish to call your attention to the high cost of it provided we are required to buy new materials. This matter should be resolved in the very hear future.

Very truly yours

TOM EDWARDS
Division Engineer

TE:rw

Enc.

cc C. C. Gall

RECEIVED
FOR FILING
FORM E-30 37,900 4-52

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1952

SUBJECT: Southern Pacific
Bunker Hill-Delmar Section
Coos County

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Mr. Frank Bartlett of the Southern Pacific Company called at the office today and complained that our fill encroaches to within approximately 14.3 feet of their track between Stations 120 to 125 and 183 to 189. He states that this is in violation of the proposed agreement which grants us permission to encroach not closer than 20 feet.

He asks that formal permission be applied for to cover this additional encroachment. He further stated that he would recommend that such be granted, but he did not know what action the division engineer, or the San Francisco office would take.

If Mr. Bartlett's allegations are correct, it appears to this department that we are undoubtedly occupying some of the railroad right of way without formal permission and that, in order to keep peace with the Southern Pacific Company, we should follow their desires.

If you wish to furnish this office with the necessary data, we will be glad to process the application, or if you prefer, there is no reason why it should not be handled directly by the Engineering Department.

FORREST COOPER
Right of Way Engineer

By: R. L. Porter
R. L. Porter
Ass't. Right of Way Engineer

RLP:lb

RECEIVED
SEP 12 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 1952
FOR FILING

September 3, 1952

Mr. L. F. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

In the construction of the Bunker Hill-Delmar Section there have been minor discrepancies in the grading on the fills, and in other places we have widened your cuts to get a uniform ditch between the highway and the railroad. The situation is further complicated by the telephone poles belonging to the West Coast Telephone Company. These poles and the location and type of ditch were definitely located after the contract was let. With a slight variation in the ditch the contractor can build it at his unit price bid, but if the ditch must be exactly located at the 20-foot line, it will undoubtedly cost us a considerable amount for extra work.

I am attaching a table showing the distance out from the railroad where we wish to locate the edge of the ditch and have marked the sections "fill" or "cut". You originally had a 9-foot width, which we have widened so that the ditch between the highway and the railroad can maintain a more or less uniform line. The only serious discrepancy is between stations 185 and 188. Here we possibly made a mistake in widening your cut, as had we not done so, there would have been no encroachment on the 20-foot easement, but as it is, it will be 14 feet out to your ditch line instead of the 8 feet you formerly had.

The changes will locate the ditch so that it is not constructed tight against the highway slope and is not as apt to fill with material washed from the slopes during heavy rains.

May we have your permission to locate the ditch as suggested, as it will be less expensive and will afford easier maintenance. It is not felt that this will necessitate any modification of the encroachment agreement.

Very truly yours,

HGS lg

R. H. Baldock
State Highway Engineer

Attachment
cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. Tom Edwards

July 10, 1952

Bunker Hill-Delmar

List of stations where the parallel ditch to the railroad has been staked nearer than the minimum 20 ft. from the centerline of the track.

97+00	20.0 ft.
97+50	19.8 ft.
98+00	19.0 ft.
98+50	18.7 ft.
99+00	19.0 ft.
99+50	20.0 ft.

118+00	20.0 ft.
118+50	18.8 ft.
119+00	19.0 ft.
119+50	17.5 ft.
120+00	17.3 ft.
120+50	18.7 ft.
121+00	20.0 ft.
121+50	19.3 ft.
122+00	19.8 ft.
122+50	20.0 ft.
123+00	19.5 ft.
___123+50	20.0 ft.
124+00	19.5 ft.
124+50	19.3 ft.
125+00	19.3 ft.
125+50	19.1 ft.
___126+00	18.5 ft.
126+50	19.0 ft.
127+00	19.7 ft.
___127+50	20.0 ft.

154+00	20.0 ft.
+50	19.0 ft.
155	18.0 ft.
+50	18.0 ft.
156	18.0 ft.
+50	18.0 ft.
157	18.5 ft.
+50	18.5 ft.
158	19.8 ft.
+50	20.0 ft.

159+50	20.0 ft.
160	19.0 ft.
+50	18.5 ft.
161	18.5 ft.
+50	18.0 ft.
___162	18.0 ft.
+50	18.5 ft.
163	19.0 ft.
+50	19.2 ft.
164	19.7 ft.
+50	20.0 ft.
165	19.7 ft.
165+50	19.9 ft.
166	20.0 ft.
+50	20.0 ft.
167	19.5 ft.
+50	20.0 ft.

182+50	20.0 ft.
183	18.5 ft.
+50	16.1 ft.
184	16.1 ft.
+50	16.2 ft.
___185	16.5 ft.
+50	15.5 ft.
186	16.5 ft.
+50	14.5 ft.
187	14.0 ft.
+50	14.5 ft.
188	13.8 ft.
___+50	16.5 ft.
189	17.0 ft.
+50	17.5 ft.
190	17.3 ft.
+50	18.3 ft.
191	19.5 ft.
+50	20.0 ft.

264	20.0 ft.
+50	18.0 ft.
265	17.5 ft.
+50	17.0 ft.
266	18.5 ft.
+50	19.0 ft.
267	19.0 ft.
+50	19.0 ft.
268	20.0 ft.

271+00	20.0 ft.
+50	18.5 ft.
272	17.5 ft.
+50	17.5 ft.
___273	17.5 ft.
+50	19.5 ft.
274	20.0 ft.

278+00	20.0 ft.
+50	19.5 ft.
279	19.5 ft.
+50	19.5 ft.
280	20.0 ft.

351+50	20.0 ft.
352	19.5 ft.
+50	18.0 ft.
___353	18.5 ft.
+50	19.0 ft.
354	20.0 ft.

RECEIVED
AUG 29 1952
FOR FILING

6

August 28, 1952

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

In order to get adequate turnouts and proper grades, it is necessary to make adjustments to two private crossings on the Coos Bay Branch of the Southern Pacific on the Bunker Hill-Delmar Section. The crossing at the Coos Bay Lumber Company's log dump is to be moved 100 feet north of its present location to railroad milepost 770.65, highway station 117+00. The other crossing, leading to the Menasha Wooden Ware's log dump, must be moved 140 feet north to railroad milepost 774.73, highway station 329+60.

These were arranged for during our right-of-way negotiations and the users of the log dumps understand they are to be moved.

Will you kindly instruct your local inspector to arrange for these changes by moving or replacing the crossing planking. The cost may be charged to the Highway Department.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. Tom Edwards

WCW:me 1g

File

RECEIVED
FOR FILING

COPY

[illegible]

[illegible]

SOUTHERN PACIFIC COMPANY

65 Market Street, San Francisco 5, California

August 20, 1952

File:911/323
GMO 50793

SUBJECT: Highway Construction Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Attached you will find three copies of Weekly Report Summaries Nos. 47 to 62 inclusive. One copy is supported by duplicates of daily and weekly field reports on Form No. L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit 88315 dated December 21, 1951.

Very truly yours,

/s/ E. E. Mayo

by C. R. Tinkler

Original with attachments to [illegible] Division

* Encls.

RECEIVED
FEB 28 1952
FOR FILING

OREGON DISTRICT
6-10-42
3512

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 26, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: State contract No. 3512, Bunker Hill-Delmar - Rating authorization BPR Serial No. D 35-140

Dear Sir:

Attached are two copies of subject authorization dated February 25, 1952 covering corrugated metal pipe, value $6,080.

Very truly yours,

C. G. POLK
District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

Encl.

CC - C. A. Gardner

NOTED
State Highway Engineer

B-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 8

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Date: February 25, 1952
BPR Serial No. D 35-140
State: Oregon

Gentlemen:

HIGHWAY PROJECT IDENTIFICATION

Bunker Hill-Delmar Section, Oregon Coast Highway, Coos County, State Contract No. 3512.

The DO-J-3 rating is hereby assigned to the construction schedule for the above-named highway projects. Such construction and the use of the rating is subject to the provisions of CMP Regulation 6 and all other NPA regulations and orders. The DO-J-3 rating may be used by you as required to obtain the materials (other than controlled materials) specified below to the extent of the approximate dollar values indicated:

Corrugated metal pipe	$6,000.

(Over)

In identifying a delivery order for products or materials for the production schedule for the above-named projects, use the rating in this manner: DO-J-3 "Certified under CMP Regulation 6" and your signature and the date.

Correspondence and inquiries concerning this authorization should be addressed to the District Engineer for the Bureau of Public Roads at the following address:

Room 408, State Highway Building
Salem, Oregon

This action is taken pursuant to the Defense Production Act of 1950, DPA Program Determination, and CMP Regulation 6 relating to construction under the Controlled Materials Plan.

COMMISSIONER OF PUBLIC ROADS

By
W.H.LYNCH
Division Engineer

Feb. 25, 1952	D35-140	DO rating cor. metal pipe
Aug. 23, 1951	D35-58	Conversion of D35-39 to 4Q51 allotment
Aug. 8, 1951	D35-39	DO rating 22.5 T. reinforcing
July 10, 1951	35-13	3Q51 allotment 40 T. steel

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 8

B-1

Date: February 25, 1952
BPR Serial No. D 35-140
State: Oregon

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Gentlemen:

HIGHWAY PROJECT IDENTIFICATION

Bunker Hill-Delmar Section, Oregon Coast Highway,
Coos County, State Contract No. 3512.

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(Over)

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Salem, Oregon

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COMMISSIONER OF PUBLIC ROADS

By
W.H.LYNCH
Division Engineer

Feb. 25, 1952	D35-140	DO rating cor. metal pipe
Aug. 23, 1951	D35-58	Conversion of D35-39 to 4Q51 allotment
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July 10, 1951	35-13	3Q51 allotment 40 T. steel

RECEIVED
FEB 28 1952
FOR FILING

6-11-42

351

February 26, 1952

C. A. Tomassene & Sons
United States Fidelity
  and Guaranty Company
Wilcox Building
Portland, Oregon

Gentlemen:

Reference is made to your letter to Mr. Glaisyer dated February 20, transmitting a form entitled Automobile Proof Sworn Statement in Proof of Loss. This refers to Policy No. ELP 113149 and apparently is in connection with the project between Coos Bay and Coquille, on which Porter W. Yett is the principal contractor and Lindstrom Bros. subcontractors.

In so far as we know, we have suffered no loss in connection with this accident. It would seem to be a matter between your company, which carries insurance, and the owner of the vehicle which was involved in the accident. I see no reason why we should be involved in the matter, one way or the other. The above-mentioned forms are being returned.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

GSP:gm
Encl.

cc G. S. Paxson

C. A. TOMASSENE & SONS
Insurance—Bonds
United States Fidelity and Guaranty Company
Wilcox Building Telephone: BR 1149
PORTLAND, OREGON

February 20, 1952

Mr. H. B. Glaisyer
c/o Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Under date of December 7, 1952, Lindstrom Bros. Inc., sustained a loss to their Internation Tractor. In as much as the State of Oregon Highway Commission is named as an additional assured under the liability policy, covering this peice of equipment. It is necessary that you sign the enclosed Proof of Loss where indicated.

Thanking you in advance I remain,

Sincerely yours,

C. A. TOMASSENE & SONS

By Charles A. Tomassene

CT/mw
Encl.

REFERRED TO:
Mr. [illegible]
BY SECRETARY

[illegible]

KE1190

U. S. F. & G. REPRESENTATIVE MORE THAN FIFTEEN YEARS

ECEIVED
FOR FILING

C-104

3512

File

WEST COAST TELEPHONE COMPANY

C
O
P
Y

February 21, 1952

Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

In accordance with your letter of September 7th, 1951, and previous agreements, we are submitting herewith our bill in the amount of $11,347.25 to cover the additional cost incurred in constructing our pole line between Bunker Hill and Delmar as a result of the Highway encroachment on our right of way.

We are also attaching hereto a detailed list of the costs from which this bill was prepared.

Very truly yours,

(sgd) E. L. Fortune

E. L. Fortune
General Plant Superintendent

HJB:wj
Att.

Original and
enclosures to
H. G. Smith

RECEIVED
FOR FILING
FORM 2-90 25M 6-51 49713

6-1042
6/11
A+ 3512

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

February 20th, 1952

6-1042
3512

SUBJECT:

NOTED
W. C. WILLIAMS

To: Memorandum to W. C. Williams:

A. W. Trimble is president of the Mt. States Power Company and has his office in Albany. J. W. Asplund is the local manager at Coos Bay and has handled all my correspondence regarding the Bunker Hill Section. This company has only a permit for this section and two short sections beyond.

Our file contains a letter dated April 13, 1951, wherein I asked Mr. Smith to send this company plans of the section, and I note that he mailed them on April 18, 1951.

The second letter to Mr. Asplund is dated July 19, 1951, wherein I wrote Asplund that Mr. Gates was going to charge us $500.00 for each day's delay and that we would expect him to pay it.

There is evidently a letter of August 2[illegible], 1951, but I do not have a copy of it in this office. It undoubtedly pertained to the slowness of the moving of the poles.

On December 20, 1951, Mr. Clymer reported on having gone down to Coos Bay and making an estimate of the cost of digging around the poles. Since that time there has been an approved order covering this item.

On February 5, 1952, there was a letter sent to Mr. Asplund signed by [illegible] W. Stiffler.

Prior to the time I wrote my first letter, I personally went to see Mr. Asplund in Coos Bay, and he promised to take immediate action on this matter. I believe that this was sometime early in March.

K. D. Lytle

Construction Division file attached.

RECEIVED
FOR FILING

6-1042

3512

February 5, 1952

Mr. J. W. Asplund, Manager
Mountain States Power Company
Coos Bay, Oregon

Dear Sir:

It is imperative that you use every effort to readjust your pole line to its permanent position on the Bunker Hill-Delmar section before spring, as the contractor has already billed the Highway Commission for delays in working around the poles, and we do not feel that the Department can assume this liability. You have been working at this intermittently since last February without at any time getting clearly out of the way of the contractor's operations. Now that the Telephone Company is in the last stages of moving its line and will soon be entirely out of your way, we do not see why an adequate crew cannot be placed on this job and the power line movement completed before the spring working season.

Very truly yours,

. W. Stiffler
Acting State Highway Engineer

HGS:AR me

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. Tom Edwards
Mr. C. C. Gall
Mr. R. B. Sipprell
Mountain States Power Company

RECEIVED

FOR FILING

1
2 0 /.

ASSIGNMENT

Date: January 2, 1952

No. 2124

By WCW

Description: Southern Pacific Company's letter of December 28 attaching three copies of Weekly Report Summaries 1 to 30 incl. and Supplement No. 1 to Weekly Report Summary Nos. 17, 18 & 19 in support of estimate covering force acct. work (Bunker Hill-

Acknowledged by _ _ _ _ _ Referred to ~~Gardner~~ ← _ _ _ Delmar) _

Investigate and report with recommendation

xx ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

_ _

Assignment executed 2-18-52 Report received _ _ _ _ _

Remarks: Being processed for payment Lcag

SE RETURN TO
W. C. LLIAMS
FOR FILING

RECEIVED
JAN 4 1952
FOR FILING

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

December 28, 1951

IN REPLY PLEASE REFER TO
323-3

3072

3072

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. W. C. Williams:

Dear Sir:

Referring to your letter of May 16 and ours Dec. 3, 1951, regarding proposed reconstruction of Al Pierce Lumber Co's spur at M. P. 773.8 in connection with relocating present highway from Bunker Hill to Delmar.

May we now have your views and recommendations on this as it is our intention to complete the necessary paper work before the construction season begins.

Yours truly,
L P Hopkins

RECEIVED
AUG 6 1952
FOR FILING

Files.

16946

December 27, 1951

Agenda Item ~~(6-4-b)~~
6-4-b

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are enclosing herewith, two copies of an agreement between the State Highway Commission and the Southern Pacific Company covering the granting of easements to the State of Oregon for highway encroachments in connection with the improvement of the Oregon Coast Highway between Coos Bay and Overland. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper Officials of the Railroad Company.

Will you please return one fully executed copy of the above agreement to this office for the records and files of the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

REFERRED TO
BY SECRETARY

Hold for return of our copy

3-6-52
5-26-52
R.R.
Filed 387
Same as Delmar - Bunker Hill agr.

FORM E-30 25M 3-51 47198

6-4-b

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

REFERRED TO
Glaisyer
For Comm. approval.

Dear Mr. Williams:

I hand you herewith the original and one carbon copy of a proposed form of agreement between the Commission and the Southern Pacific Company covering the granting of easements to the State of Oregon for highway encroachments in connection with the improvement of the Oregon Coast Highway between Coos Bay and Overland.

This agreement has been revised in accordance with the matters set forth in my letter to you of November fourteenth with respect to the location of the cattle pass and in accordance with your letter to Mr. L. P. Hopkins of November sixteenth.

This form of agreement meets with the approval of this office as to form and legality; however, I suggest that the engineering obligations be closely studied to determine that they properly reflect the matters agreed upon between the engineers of the Railroad and our Department.

Yours very truly,

CWEnfield
C. W. ENFIELD
Chief Counsel

387

CWE:avh
cc - P. H. Hulley

NOTED
W. C. WILLIAMS

A
2 copies to be signed

S.A.-

S+C.

RECEIVED
JAN 15 1952
FOR FILING

1-14-52

3572

December 27, 1951

3072

Mr. L. F. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Our agreement with respect to the Bunker Hill-Delmar Section of the Oregon Coast Highway provided for the extension of the siding from Station 244+50 to Station 253 in lieu of the one now located at Station 283. We have now been advised by the Al Pierce Lumber Company that they have built a siding of their own and consider it unnecessary for us to extend the siding from Station 244+50 to Station 253.

We were of the opinion that you had other use for this siding and were not aware it was being built particularly for the Al Pierce Lumber Company, but, if that be true, we would be very glad to be relieved of the necessity for extending it. Will you kindly advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. Tom Edwards
Mr. C. C. Gall

NOTED
W. C. WILLIAMS

No. 3072
By [illegible]

ASSIGNMENT

December 6, 1951

Description: Southern Pacific Company's letter of December 3 relative to removal of spur track on Bunker Hill-Delmar Section

Acknowledged by _ _ _ _ _ Referred to _ _ H. Q. Smith ✓ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxxxReturn with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
_ _

Assignment executed 12-21-51 Report received _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

S-2880

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO
911/323-3

December 3, 1951

Mr. R. H. Baldock
State Highway Engr.
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Attention: Mr. W. C. Williams

Dear Sir:

Referring to yours of May 16, 1951, Bunker Hill Delmar section, Oregon State Highway relocation relative to removal of spur track at our mile post 773.8 and extending double ended spur at mile post 773.1.

The West Coast Telephone Co. have completed the relocation of their pole line in this area, with the thought in mind that the spur will be removed, and have placed a pole four and one half feet from the center line of this spur creating an impaired clearance rendering it useless to the Al Pierce Lumber Co.

Kindly submit to us your plans for removal and relocation of this track, together with your ideas as to when the grading could be finished, as we have to prepare our plans and submit to the industry for their approval.

Yours truly,

NOTED
W. C. WILLIAMS

RECEIVED
DEC 5 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

[illegible]

3512

3091

December 19, 1951

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. E. E. Mayo
Chief Engineer

Gentlemen:

In answer to your request of December 13, we are enclosing all copies of your Invoice Nos. 424388 and 423001 with weekly report summaries numbered 1 to 20.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG/ds

Encl.

cc C. A. Gardner
Auditor

ASSIGNMENT

Date: **December 17, 1951**

No. 309

By

Description: Letter of December 13 by SP Company asking for return for cancellation of bills No. 424388, 11-8-51, $501.04 and bill No. 423001, 11-29-51, $2,182.31 (Bunker Hill to Delmar)

Acknowledged by _____ Referred to -Gardner- ✓ ________

Investigate and report with recommendation

xx Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ____________________ signature

____

Assignment executed 12-19-51 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

1-500 L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
J. B. BAKER
VALUATION OFFICER

IN REPLY PLEASE REFER TO

File: 911/323

December 13, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

SUBJECT: Highway Construction, Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

We will appreciate the return for cancellation of our bill No. 424388, November 8, 1951, $501.04 and bill No. 423001, November 29, 1951, $2,182.31, covering respectively our Estimates 1 and 2 of our expenditures in connection with this project. The estimates were not compiled in accordance with conditions specified in the agreement.

The return, for correction, of Weekly Report Summaries Nos. 1 to 20 will also be appreciated. These reports accompanied our letters of September 27, 1951 and November 7, 1951.

The extra trouble to which you are placed is regretted. However, we believe that the substitution of correct bills and reports is preferable to the correction of existing ones.

Very truly yours,

E. E. Mayo
JBBaker

RECEIVED
DEC 18 1951
OREGON STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

RECEIVED
JAN [illegible] 1952
FOR FILING
FORM E-20 25M 8-50 40900

6

3512

AGENDA

2 j

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1951.

SUBJECT: Porter W. Yett
Bunker Hill-Delmar Section
Oregon Coast Highway
Contract No. 3512

To: Mr. H. B. Glaisyer
Office

Dear Mr. Glaisyer:

Please place the following matter upon the agenda for the December Commission meeting:

> Demand of Southern Pacific Co. that Porter W. Yett furnish "occurrence" insurance coverage rather than "accident" insurance coverage with respect to construction of the Bunker Hill-Delmar Section of the Oregon Coast Highway.

Very truly yours,

CWEnfield
C. W. ENFIELD
Chief Counsel

CWE:am
cc: R. H. Baldock
W. C. Williams

C.C.R.

23X 25M 6-31

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 11, 1951

Mr. Frank C. McColloch
Southern Pacific Company
800 Pacific Building
Portland 4, Oregon

File No. 16946

Re: Your File 1-499

Dear Mr. McColloch:

Thank you for your letter of December 8, 1951, concerning the Porter W. Yett insurance on the Bunker Hill-Delmar Section of the Oregon Coast Highway under contract No. 3512.

I have studied Mr. Crocker's letter of November 29, 1951, wherein he states that the use of the term "accident" in the agreement between Southern Pacific Co. and Porter W. Yett is descriptive of an event, or occurrence, or happening, rather than relating to the scope of the insurance policy coverage. Frankly, I cannot agree with Mr. Crocker's opinion as to this point, and I am of the opinion that the insurance furnished by Mr. Yett meets the requirements of the terms of the agreement between the Southern Pacific Co. and Porter W. Yett.

The Highway Commission is meeting on December 20 and 21, and I plan to present this matter to the Commission for its consideration as to whether or not the Commission wishes to assume the obligation of the additional premium for the insurance now demanded by Southern Pacific Co., or whether it wishes to take the position that the insurance previously furnished by Mr. Yett meets the requirements specified by the railroad in its contract with Mr. Yett.

With respect to the second provision of the endorsement sought by the railroad, it appears that Mr. Crocker's comments are well taken and that the terms of the insuring clause as now written fail to provide any coverage at all. I understand that Mr. Yett is arranging for a correction of this language.

I will be glad to hear from you, any time after the Christmas holidays, as to when a conference would be convenient to discuss

FORM E-123X 25M 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 11, 1951

Mr. Frank C. McColloch
Southern Pacific Company
800 Pacific Building
Portland 4, Oregon

File No. 16946

Re: Your File 1-499

Dear Mr. McColloch:

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With respect to the second provision of the endorsement sought by the railroad, it appears that Mr. Crocker's comments are well taken and that the terms of the insuring clause as now written fail to provide any coverage at all. I understand that Mr. Yett is arranging for a correction of this language.

I will be glad to hear from you, any time after the Christmas holidays, as to when a conference would be convenient to discuss the subject of insurance specifications.

Very truly yours,

C. W. ENFIELD
Chief Counsel

CWE:sm
cc: Mr. E. C. Crocker
Mr. Norman Kobin
Mr. W. C. Williams
Mr. H. D. Glaisyer

RECEIVED
[illegible]
FOR FILING

FORM E-30 25M 3-51 47196

6-1042

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1951

SUBJECT: CONTRACT No. 3512, BUNKER HILL-DELMAR SECTION OF COOS BAY HIGHWAY.

To:

Mr. W. C. Williams
Asst. State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

This is to advise that I have this date received a letter from Mr. E. C. Crocker, Contract Attorney for the Southern Pacific Company, a copy of which was sent to Mr. Porter W. Yett and Mr. Frank C. McColloch, regarding the insurance coverage of the construction operations performed by Porter Yett under contract No. 3512, Bunker Hill-Delmar Section of the Coos Bay Highway.

It appears that the Railroad is desirous of affording occurrence coverage for themselves, as designated from accident coverage, as a matter of policy. It seems that the deficiency with respect to the coverage enjoyed by the Railroad under an accident policy has been pointed out by the courts in at least two recent cases, one being in South Carolina and one in California, wherein the chain of events that was started by the contractor resulted in damage to the railroad, but was not an accident within the meaning of the policy and, therefore, did not cover the railroad's loss.

Mr. Crocker advises that Mr. McCulloch is now arranging for a conference in Portland between Mr. Yett and his attorney and representatives of the Southern Pacific Company, whereby it is hoped that the matter will be satisfactorily resolved without the necessity of delaying construction upon the highway project.

The SouthernPacific Company is taking the position that it is legally entitled under the terms of its agreement with Porter Yett to require the form of insurance policy which they have required Mr. Yett to furnish. They construe the use of the word "accident" in this agreement as merely relating to a happening or event wherein the limits of liability are based upon so much money for each "accident", rather than limiting the source from which legal liability may arise from the contractor's operations.

The Railroad's position with respect to the construction of the language contained in their agreement with Mr. Yett is debatable; however, considering the cost of litigation, if such should be necessary, to construe the provisions of the contract between Mr. Yett and the Railroad, and considering the loss to the State by reason of the delay in construction of the project as compared with the additional cost of the premium, it would probably not be wise in this particular instance to force this matter to litigation, if Mr. Yett and the Railroad should not be able to get together at the proposed conference.

I understand that Mr. McCulloch is making arrangements for a conference between representatives of the Railroad and the Highway Department for the establishment of a policy as to the insurance requirements for future jobs, which conference, I think, could be highly productive. Mr. McCulloch has not been unreasonable in his demands, and I think that a conference between the Railroad, the Highway Department, and representatives of the Insurance Underwriters could result in the formulation of satisfactory insurance requirements that could be set forth in our specifications and in the Railroad's agreement with our contractors with such clarity that these differences of opinion will not arise in the future.

Mr. McCulloch advised Mr. DeSouza that he would soon contact us with respect to such a conference, and as soon as we hear from Mr. McCulloch, I shall advise you.

Yours very truly,

CWEnfield

C. W. ENFIELD,
Chief Counsel

CWE:MD

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

1-1042

November 15, 1951

NOTED
W. C. WILLIAMS

Mr. [illegible] Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Porter [illegible] Yett, Contract No. [illegible], Bunker Hill-[illegible] Section of Coos Bay Highway

Dear Mr. Hopkins:

It has come to our attention that Southern Pacific Company is threatening to halt all construction operations of Porter Yett now in progress upon certain real property belonging to Southern Pacific Company located in the Coos Bay area, and which operations Mr. Yett is performing pursuant to his contract with the State Highway Commission (Contract No. [illegible]) in connection with the Bunker Hill-[illegible] Section of the Coos Bay Highway.

We understand that Southern Pacific Company intends to halt said operations of Mr. Yett in the near future for the reason that Mr. Yett has not furnished Southern Pacific Company with a Protective Liability Insurance policy which is satisfactory to Southern Pacific Company.

Mr. Yett, as contractor, is obligated by his contract with the State Highway Commission, by his contract with Southern Pacific Company and by the Works Progress General Memorandum No. [illegible] dated [illegible], 1937, to obtain Protective Liability insurance, including both Protective Public Liability Insurance and Protective Property Damage Liability insurance in behalf of Southern Pacific Company. Pursuant to the above said contracts and the Works Progress General Memorandum No. [illegible], Mr. Yett has obtained Policy No. [illegible] from the Continental Casualty Company naming Southern Pacific Company as the insured. Southern Pacific has refused to approve or accept this policy due to the fact that said policy does not afford what is known as "occurrence" coverage. Mr. Yett and his insurance carrier, the Continental Casualty Company, have thus far refused to furnish Southern Pacific Company with the requested "occurrence" coverage and contend that Policy No. [illegible] which they have furnished Southern Pacific Company complies fully with all of the requirements set forth in the above said contracts. This policy affords Southern Pacific Company with what is known as "accident" coverage.

Inasmuch as the State Highway Commission has a vital interest in the progress of the construction of the Bunker Hill-[illegible] Section of the Coos Bay Highway, we feel that it is necessary to state our own views regarding the matters raised by this controversy. It is unfortunate that this controversy has developed in the first place, and it is to be regretted that because of the circumstances the State Highway Commission has become an unwilling party to this controversy.

I have gone through our file on this matter and have made an analysis of all the pertinent contracts involved, including the contract by and between the State Highway Commission and Mr. Yett, which is Contract No. [illegible]; the contract by and between Southern Pacific Company and Mr. Yett, which is dated August 4, 1951, and the Forms Progress General Memorandum No. 32 of January 27, [illegible]. I have also read Continental Casualty Company Policy No. [illegible], which is the policy Mr. Yett obtained pursuant to the above said contract and in behalf of Southern Pacific Company.

Based upon the investigation which I have made in this matter it is my opinion that the policies which Mr. Yett has presented to Southern Pacific Company are in complete accordance with the terms of the contract of August 4, 1951, by and between Southern Pacific Company and Mr. Yett, and Contract No. [illegible] by and between the State Highway Commission and Mr. Yett. An examination of the Forms Progress General Memorandum No. 32 and of the above said contracts shows that the same unqualifiedly specify that the contractor shall obtain "accident" coverage, and not the "occurrence" coverage which Southern Pacific Company is demanding.

The contract by and between Southern Pacific Company and Mr. Yett also provides that the "policy shall be subject to the approval of the railroad." However, it is my opinion that this clause merely grants to Southern Pacific Company the right to reject the policy due to objections to form or to the insurance carrier, rather than to matters of substance. It is apparent that in this controversy Southern Pacific Company is rejecting said policy due to the substance thereof.

In other words, it is the writer's opinion that Southern Pacific Company has no legally justifiable grounds for refusing to accept said policy which Mr. Yett has secured for and presented to Southern Pacific Company.

In the event that Southern Pacific Company sees fit to halt the construction operations of Mr. Yett in connection with his performance of Contract No. [illegible], it would appear to be a material breach of the contract Mr. Yett has with Southern Pacific Company, and the responsibility therefor would lie with Southern Pacific Company.

We would appreciate a prompt reply to this letter and would like to be advised as to what position Southern Pacific Company is now taking or intends to take in this matter.

Yours very truly,

[illegible]
Chief Counsel

[illegible]

cc: Mr. Porter Yett
Mr. Frank McColloch
Continental Casualty Co.
Mr. [illegible] Williams

RECEIVED
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6-104[illegible]

PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY
GENERAL OFFICE CHICAGO, ILLINOIS

TATE, WESTENFELDER & BERG, INC.
GENERAL AGENTS
410 WILCOX BUILDING
PORTLAND 4, OREGON
TELEPHONE: ATWATER 7888

November 7, 1951

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
State Highway Department
Salem, Oregon

Dear Mr. Williams:

At the request of Mr. Yett we are enclosing a copy of our letter to your legal department.

We are also enclosing a copy of a letter we received from Norman B. Kobin, attorney for Mr. Yett.

Very truly yours

TATE, WESTENFELDER & BERG, INC.

H. Westenfelder

HW:na
Encl.2

1951
STATE [illegible]

November 6, 1951

State Highway Department
Salem, Oregon

Attention: Mr. Tom Reeder, Legal Department

Re: Porter W. Yett Contract # 3512
Bunker Hill-Delmar Section
Coos Bay Highway

Dear Sir:

Your letter of October 30th addressed to Mr. Yett has been referred to this office for attention.

As stated in our letter to you dated October 23rd, we have gone into the State's insurance requirements very thoroughly on the above contract of Mr. Yett, and believe he has met all requirements by filing and your approval of this company's policy in favor of the Southern Pacific Company and the Western Union Telegraph Company and also certificates of his own comprehensive liability policy.

With reference to his agreement with the railroad company dated August 4th, 1951, a copy of which you have, you will note that the property damage requirement specifically provides that the contractor is to furnish this coverage on an accident basis, which their policy provides. This agreement also provides the policy is to conform to Bureau of Public Roads Works Program General Memorandum No. 32, a copy of which we have. This memorandum also requires a property damage coverage on an accident basis.

The Continental Casualty Company, as well as most other companies, have written protective policies on occurrence basis but have discontinued this form of coverage. Our checking with other companies we find they have discontinued writing the coverage.

The coverage as requested by the railroad company can be obtained through Lloyds of London. The premium charge would be $2,461.00. The contractor would be obligated, under his present policy with the Continental Casualty Company, to pay an earned premium of $516.35, making a total of $677.35 additional premium Mr. Yett would have to pay should the State require him to furnish a coverage as requested by the railroad company.

As we have previously stated Mr. Yett has complied with the insurance requirements under his contract and in all probability this additional expense will have to be paid by the State of Oregon.

Yours truly

TATE, WESTENFELDER & BERG, INC.

By

General Agents
Continental Casualty Company

HW:mm

cy- Porter W. Yett
cy- Norman B. Kobin
cy- W. C. Williams
State Highway Department

COPY

November 6, 1951

Tate, Westenfelder & Berg
Attention: Mr. Westenfelder
Wilcox Building
Portland 4, Oregon

Gentlemen:

Mr. Porter W. Yett has referred to the writer's attention a controversy existing between himself and the Southern Pacific Company, with respect to the contractors' protective public liability and property damage insurance which your company, the Continental Casualty Company, has written for Mr. Yett pursuant to the provisions of State Highway Contract No. 3512, Bunker Hill - Delmar section, Coos Bay Highway,Oregon.

Mr. Yett has advised me that your regular contractors' public liability and property damage insurance policy has been written, approved by the State, but rejected by the Southern Pacific Company unless an addendum is attached to the policy changing the policy's provisions from "accident" coverage to what is known as "occurrence" coverage.

Mr. Yett advises me that prior to the time he submitted his bid on this job that he discussed with you, as he always does, the insurance requirements as called for by the contract, and that you submitted to him your premium costs for the insurance requirements contained therein.

Upon his successful bid, he immediately called upon you to provide him with adequate insurance, including the protective public liability and property damage insurance, as above stated. I have had occasion to inspect the policies which you have presented for Mr. Yett, have also read the informational copy of agreement contained in the proposal furnished by the State, and have also read the letter addressed to Mr. Yett by the Oregon State Highway Commission Legal Department relative to the Southern Pacific Company's demands, and have also read the agreement dated August 4, 1951, between the Southern Pacific Company and Mr. Yett, which has been executed, and which agreement is in accordance with the informational copy of agreement submitted by the State in its proposal.

I have also had occasion to read Works Program General Memorandum No. 32, January 27, 1937, especially with relation to the contractors' protective public laibility and property damage insurance.

Predicated upon my investigation, it would be my opinion that the policies which you have presented are in accordance with the requirements of Mr. Yett's contract, and also are in accordance, strictly, with the terms of the agreement dated August 4, 1951, entered into with the Southern Pacific Company. An examination of the Works Program memorandum above referred to, and an examination of the agreement entered into between Mr. Yett and the Southern Pacific Company, unqualifiedly calls for the insurance to be issued on the basis of "an accident". Although I note that the railroad company has the right to reject the contracts of insurance, it would be my opinion that their right is only reserved for objections to form and company, rather than to substance, as they are attempting to do in this situation.

I understand that it is not the desire of your company to write this type of insurance, and that very few companies will so do. I also understand further that Lloyds of London, however, will so do, but in the event you are required to cancel out your policy, you will be required to charge Mr. Yett an earned premium of $ 516.35, and that Mr. Yett will have to pay an additional premium to Lloyds of London in the amount of $161.00 to obtain such insurance, making a total cost to Mr. Yett of $677.35.

I would be required to davise Mr. Yett therefore that in the event the State requires this additional insurance, he would be required to charge the State with this additional premium.

If I can be of any further assistance to you in this matter, please contact me.

Very truly yours,

Signed:
NORMAN B. KOBIN

NBK:CG

CC Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

HBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

TATE, WESTENFELDER & BERG, INC.
GENERAL AGENTS
410 WILCOX BUILDING
PORTLAND 4, OREGON
TELEPHONE: ATWATER 7888

October 23, 1951

Oregon State Highway Commission
Salem, Oregon

Re: Porter W. Yett Contract # 3512
Bunker Hill-Delmar Section
Coos Bay Highway

Gentlemen:

In April of this year Mr. Yett was low bidder on the above job. We noted the specifications required the contractor to furnish a railroad protective policy in favor of the Southern Pacific Company and the Western Union Telegraph Company. On April 13th we requested and received from you bid specifications on this job.

On June 5th we mailed you a railroad protective policy and a certificate of insurance covering Mr. Yett's comprehensive policy issued by the Continental Casualty Company for limits of $200,000.00 and $400,000.00 for bodily injury and $50,000.00 and $100,000.00 property damage as called for in the specifications. The policy was approved by the state and sent by you to the railroad company.

On July 16th, at your request, we sent you an endorsement for this policy extending the period of cancellation from ten days to thirty days.

On July 26th, at the railroad's request, we issued an endorsement to the policy, a copy of which is enclosed, and which materially increased the liability under the policy.

When this endorsement was reported to our company we were immediately requested to return this endorsement to the company as they were unable to carry the policy as so extended. This endorsement in effect requires the contractor to indemnify the railroad company for an occurence such as slides, earthquake or other damage beyond the control of the contractor.

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OCT [illegible] 1951
STATE HIGHWAY COMMISSION

Such occurence and liability connected therewith is the responsibility of the State Highway Commission and not the contractor. The contractor performs only the work ordered by the Highway Department Engineers and should not be held responsible for occurence damages resulting from slides, floods etc. beyond the control of the contractor.

We requested the railroad company to return the endorsement, otherwise the company would be forced to cancel the policy. The railroad company refused or failed to return the endorsement. We were then forced to send out thirty day cancellation notices to the Southern Pacific Company, Western Union Telegraph Company and your commission as permitted under the policy.

On September 17th we sent you, for your approval, a new policy with the exact date and coverages as the original policy. This policy was also approved by you and sent to the railroad company.

The Southern Pacific Company, on September 21st, wrote Porter W. Yett a letter refusing to accept the policy and threatening to halt construction operations on their right of way, a copy of this letter was sent by them to your legal department.

After receipt of a copy of the railroad company's letter to Mr. Yett we attempted, through the regular channels, to obtain the coverage as requested and could not find any company writing this form of coverage. However, it may be possible to obtain a coverage from Lloyds of London and in all probability it would be at a substantually increased premium. This increase, no doubt, would have to be borne by the State of Oregon as we believe Mr. Yett has already met the requirements to the State.

Respectfully,

TATE, WESTENFELDER & BERG, INC.

F. F. Westenfelder

General Agents
Continental Casualty Company

HW:na
Encl.

cy-Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

cy-Continental Casualty Company
1411 Fourth Avenue Building
Seattle 1, Oregon

IT IS UNDERSTOOD AND AGREED the insuring clause under attached coverage endorsement C and attached property damage endorsement are amended to read as follows:

> "To pay on behalf of the insured all sums which the Insured shall become obligated to pay by reason of the liability imposed upon it by law for damages, including damages for care and loss of services, because of bodily injury, sickness or disease, including death at any time resulting therefrom, sustained by any person or persons caused by or arising out of the operations performed by the State of Oregon's contractor during the period this endorsement is in effect, in connection with the grading and paving of approximately 6.5 miles of Oregon Coast Highway known as Bunker Hill-Delmar Section of Oregon Coast Highway, approximately 1 mile south of Coos Bay, Oregon."

IT IS FURTHER UNDERSTOOD AND AGREED that the undermentioned endorsement forms a part of this policy:

> "The limits of insurance provided in the attached Declarations and Property Damage Endorsement shall apply to Southern Pacific Company and the Western Union Telegraph Company severally, each company being protected for the full amount of said limits of insurance under the insuring clauses of this policy."

This endorsement is attached to and made a part of Policy No. GPL 5648691 issued to Southern Pacific Company and/or Western Union Telegraph Company It takes effect June 4th, 1951

12:01 A. M., Standard Time at the address of the named insured as stated in the policy to which it is attached and expires concurrently with said policy.

In Witness Whereof, the Continental Casualty Company has caused this endorsement to be signed by its President and Secretary; but the same shall not be binding upon the Company unless countersigned by its Authorized Agent.

Form M 363D

Rollin M Clark
SECRETARY

PRESIDENT

R5814468

Date of Issue
July 26th, 1951

ORIGINAL

Countersigned by
TATE, WESTENFELDER & BERG, INC.
Licensed Resident Agent ☐

S-2000-B

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

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IN REPLY PLEASE REFER TO
323-3

September 21, 1951

Mr. Porter W. Yett
6500 N E Ainsworth Ave.
Portland, Oregon

Dear Mr. Yett:

Reference is made to the matter of insurance coverage under the terms of your agreement with the Southern Padific Company of Sugust 4, 1951.

We are advised that the home office of the Continental Casualty Company has cancelled Policy No. GPL-5648691 dated June 4, 1951, issued to the Southern Pacific Company and/or Western Union Telegraph Company, as of 12:01 AM standard time October 15, 1951. The endorsement in effect deletes the phrase "caused by accident" from the insuring clauses of the insurance policy and applies limits of insurance of the policy to the Southern Pacific Company and Western Union, severally.

Insurance Agent has referred this matter to Mr. J M Devers, attorney for Oregon State Highway Commission, who in turn has referred matter to Southern Pacific Company for further attention.

Our Company desires a phrase "caused by accident" be omitted from the insurance clauses of this policy. Deletion of this phrase from the policy is treated by insurance company as "occurance" coverage; while on the other hand, if the phrase is included in the insurance clauses of the policy, the insurance company considers it "accident" coverage.

It appears to be to the mutual benefit of the Southern Pacific Company and your business to obtain so-called "occurance" coverage in insurance policies relative to highway construction operations upon Railroad's right of way.

Concerning matter of Southern Pacific Company and Western Union appearing as the named insured in the policy, it would be satisfactory to omit Western Union as a named insured and to furnish Railroad a policy of insurance with Southern Pacific Company as the sole name insured. However, as stated

Mr. Porter W. Yett - 2.

above, our Company will insist upon the ommission of phrase "caused by accident" from the insurance clauses of the insurance policy with the Southern Pacific Company named as the insured.

Have been advised that Continental Casualty Company have replaced the policy, which was cancelled, by GPL-5648708 asof June 4, 1951. Have not been furnished a copy of this new policy, however, it should omit the phrase "caused by accident".

If the insurance company refuses to furnish policy in accordance with the above, will you please arrange for suitable insurance coverage from another company submitting policies to the Southern Pacific Company for approval?

Inasmuch as original policy has now been cancelled, your prompt attention should be given to this matter. Lack of suitable insurance coverage for Southern Pacific Company will make it necessary that steps be taken to suspend highway construction operations on the Railroad's right of way until adequate insurance protection is afforded Southern Pacific Company.

Yours truly,

Original

cy-Mr. R H Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

cy-Tate, Westenfelder & Berg, Inc.
410 Wilcox Bldg.
Portland, Oregon

REFERRED TO
Williams -
State Highway Engineer

Please look into this.

TER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

TATE, WESTENFELDER & BERG, INC.
GENERAL AGENTS
410 WILCOX BUILDING
PORTLAND 4, OREGON
TELEPHONE: ATWATER 7888

ED TO
BY SECRETARY

September 17, 1951

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: GPL 5648708 Southern Pacific Company
and/or Western Union Telegraph Co.

Dear Mr. Glaisyer:

Pursuant to our recent telephone conversation we are enclosing the above captioned policy which replaces policy No. GPL-5648691.

You will recall that Mr. Bert Harris, from the Northwest Branch Office, called on you regarding the endorsement that the Southern Pacific had demanded and have refused to return for cancellation which doubled the liability under the policy.

We would appreciate your forwarding this policy to the Southern Pacific Company as soon as it has been approved by your legal department as they have been served a cancellation notice under the old policy.

Yours very truly

TATE, WESTENFELDER & BERG, INC.

By H. Herb Westenfelder

HW:na
Encl.

Continental Casualty Company

CHICAGO, ILLINOIS

NOTICE OF CANCELLATION

Date September 15, 1951

To State Highway Commission
Salem, Oregon

This is notice to you that Policy No. GPL-5648691, dated June 4, 1951, issued to Southern Pacific Company and/or ~~Western Union Telegraph Co.~~, is hereby cancelled as of 12:01 A.M. Standard Time October 15, 1951.
(Date)

If the premium for the policy has not been paid, please remit promptly the amount shown below. If the premium has been paid, a check for the amount due you is enclosed.

POLICY REPLACED BY GPL-5648708 as of June 4,1951.

Amount due you / us is $

CONTINENTAL CASUALTY COMPANY

By TATE, WESTENFELDER & BERG, INC.

H. F. Westenfelder

M-3320

ITE
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

TATE, WESTENFELDER & BERG, INC.
GENERAL AGENTS
410 WILCOX BUILDING
PORTLAND 4, OREGON
TELEPHONE: ATWATER 7888

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JUN 13 1951
LEGAL DEPT.

June 5th, 1951

Oregon State Highway Commission
Salem, Oregon

NOTED
W. G. WILLIAMS

Attention: Mr. Glaisyer

Re: Contract No. 3512
Porter W. Yett

Dear Sir:

We are enclosing Policy No. GPL 5648691 Owners' Protective liability for the Southern Pacific Company and Western Union Telegraph Company.

We are also enclosing certificate of insurance for the above policy and for Mr. Yett's comprehensive liability policy.

Trusting you will find these enclosures in order, we are

Yours very truly

TATE, WESTENFELDER & BERG, INC.

By

Encl.

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3512

-COPY-

November 7, 1951

NOTED
W. C. WILLIAMS

Southern Pacific Company
Union Depot
Portland, Oregon

Attention: Mr. Hopkins

Gentlemen:

This will acknowledge receipt of your recent letter with respect to the policies of insurance covering State Highway Contract No. 3512 in Coos Bay, Oregon.

As you know, we have been attempting to get this matter adjusted, and I am enclosing a copy of letter which our insurance agents have forwarded to the State Highway Department, together with a copy of opinion from our attorney, Norman B. Kobin.

You may be assured that I will do everything possible to expedite the settlement of this controversy.

Very truly yours,

Porter W. Yett

PWY:N:C
Encl.
CC: W. C. Williams ✓
State Highway Commission
Salem, Oregon

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351

November 2, 1951

Mr. L. P. Hopkins
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Owing to an oversight our specifications for such culverts as it was necessary to install underneath the railroad on the Bunker Hill-Delmar Section of the Oregon Coast Highway did not provide for the extra gauge or asbestos-bonding used by the Railroad, and our contractor ordered and has received 14-gauge for the 18-inch pipe instead of the 12-gauge used by the Railroad, and these pipes are asphaltic-dipped instead of asbestos-bonded.

Inasmuch as it is very difficult to get corrugated culverts of any description, we request your permission to use that which we have on hand.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar lg
cc Mr. H. G. Smith
Mr. K. D. Lytle

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Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

S-2680

C. P. HOPKINS
SUPERINTENDENT

November 2, 1951

IN REPLY PLEASE REFER TO
323-3

Mr. Porter W. Yett
6500 N E Ainsworth Avenue
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Yett:

Please be referred to our letter of Sept. 21st, concerning matter of insurance coverage under the terms of your agreement with Southern Pacific Co. dated August 4, 1951.

Considerable time has now elapsed and we still have not yet been furnished the insurance required by the agreement. It is imperative that you give this matter your immediate attention providing for insurance adequately covering Southern Pacific Co.

Unless proper insurance is provided by November 16th, we will be forced to take steps to suspend highway construction on the railroad's right of way. Desire to be cooperative, however, lack of adequate insurance will force us to take this action.

Yours truly,

cc- Mr. R H Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

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NOV 6 1951
OREGON
STATE HIGHWAY COMMISSION

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NOV 1951
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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

October 30, 1951

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Re: Contract No. 3512
Bunker Hill - Delmar Section
Coos Bay Highway

Dear Sir:

It has come to our attention that Southern Pacific Company may halt your construction operations now in progress on the Bunker Hill - Delmar Section of the Coos Bay Highway because said company will not accept the insurance policy No. CPL 5648708, wherein Southern Pacific Company is insured and the insurer is Continental Casualty Company.

The Southern Pacific Company is desirous of an endorsement which, in effect, will change the clause from "accident" coverage to what is known as "occurrence" coverage. Apparently Continental Casualty Company is not willing to supply this type of coverage. It is, of course, imperative that this matter be settled as soon as possible and that a policy acceptable to Southern Pacific Company be issued; otherwise, all construction operations on this contract are likely to be halted.

It is our understanding that there are several insurance companies which are willing to grant this "occurrence" coverage, which is of the type sought by Southern Pacific Company, and the same can be obtained at a cost comparable to the cost of "accident" coverage. There are undoubtedly many companies in Portland handling this type of insurance. We understand that, among others, Phil Grossmayer Company, Insurance General Agents, in the Equitable Building, Portland, write this type of insurance. However, I am sure that upon inquiry you will discover many other companies in Portland handling this type of coverage.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

[illegible] J. [illegible]

TJR:amc
cc Mr. W. C. Williams ✓

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FOR FILING

September 4, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

In answer to your letter of August 15, 1951, I wish to advise that Mr. H. G. Smith, Construction Engineer, has made an inspection of the Bunker Hill-Delmar Section with your Mr. Ayers and the subcontractor for the grading, and has selected a number of locations where material will be available for counterbalancing. We have been successful in getting permission from the property owners to waste material there over the portion of the work presently under construction and will endeavor to secure right of way for the balance of the counterweight suggested, and feel that the majority of places will be counterbalanced.

The following is a list of stations where we have so far obtained permission for counterbalancing.

Station	to	Station
	Coos Bay Lumber Company	
84+00		99+50
152+00		166+00
172+50		182+70
410+92		415+00
420+00		424+40

Each of these parcels has a width of 100 feet measured easterly from the center line of the Southern Pacific Railroad. Duration of permit: 3 years.

Station	to	Station
	Al Pierce Lumber Company	
236+50		237+50
264+00		273+00
336+00		345+50
405+00		408+00
410+00		410+92

100-foot widths as above. Duration not determined as yet.

Station	to	Station
	Coos Head Timber Company	
182+70		184+00
187+00		197+00
201+00		208+00

100-foot widths as above. Duration of permit: 1 year.

	Menasha Woodenware Corporation	
323+00		335+00

Width from center line of Southern Pacific Railroad: 50 feet. Duration of permit: 2 years.

We understand that Mr. Ayers has the necessary authority to arrange for the crossing of the tracks by the contractor in order to build the counterbalances.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR

cc Mr. H. G. Smith
Mr. K. D. Lytle
Mr. C. C. Gall

gust 24, 1951

ASSIGNMENT

No. 2870
By

scription: L. P. Hopkins' letter of August 15 concerning placing of counterbalances on RR fill on opposite side of SP track on Bunker Hill-Delmar highway

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for __________________ signature
____

Assignment executed 9-4-51 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

S-2660

IN REPLY PLEASE REFER TO
323-3

August 15, 1951

Mr. R H Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
W. C. WILLIAMS
[illegible]

Dear Sir:

Referring to conversation of your Mr. H J Smith and our Engineering Department concerning placing of counterbalances on the railroad fill on the opposite side of our track on the Bunker Hill-Delmar Highway being constructed near Coos Bay Oregon.

We had advocated the use of a counterbalance on our railroad fill in order to prevent possibility of the additional weight of your highway fill forcing our railroad fill to move. However, in conformance with your letter June 21, recommending against the use of such counterbalance based on laboratory reports and an analysis of the stability against lateral movement of the soil as result of various test holes taken on our railroad fill between these points, we are arranging for the preparation of the agreements without the requirement for the counterbalances. In view of your tests, we are sssuming that you will protect us from such slides.

Provision listed in our letter July 12, approved by yours July 13, makes it the obligation of the State to assume necessary cost of repairs or reconstruction in the event of subsidence or distoration due to highway construction.

We are leaving it to your judgment, therefore, as to whether counterbalance is necessary to prevent movement of our fill. If you deem it necessary to install such counterweight to prevent movement of our fill, we will have no objection to its being so placed, however, would appreciate being advised before this work is undertaken.

Yours truly,

L P H

NOTED
W. C. WILLIAMS

REFERRED TO
Williams
Please prepare answer

RECEIVED
FOR FILING

6-1242

32/12

SERVICE BUREAU

AMERICAN WOOD-PRESERVERS' ASSOCIATION
111 WEST WASHINGTON STREET
CHICAGO 2, ILLINOIS

P. R. HICKS
SECRETARY-MANAGER

ADDRESS REPLY:
W. R. BOND
SERVICE BUREAU—AWPA
1410 S. W. MORRISON STREET
PORTLAND 5, OREGON

August 2, 1951

W. C. Williams, Engineer
State Highway Department
Oregon State Highways
Salem, Oregon

Dear Mr. Williams:

Further to our talk in Salem last Thursday and in response to your request I have checked with Porter Yett and his sub-contractors regarding any delay in shipment of the treated timber required for the culverts on the Coos Bay job.

I find that the treating company (Pope & Talbot) are ahead of schedule on these but are being held up awaiting details from your field staff and approval of designs from your department.

They had approval on 6 out of the first 20 submitted and the material for these is now in process through the plant and will be shipped within about 10 days.

They now have approval on 16 of these and materials for these is also taken care of and will be shipped as scheduled or earlier.

Approval of the balance of the 32 or so ordered would therefore definitely expedite the work of that company and your contractor.

Incidentally, as advised you, our member companies have definitely gone out of their way to accomodate this highway department business wherever possible as, by giving delivery in about 30 days, it is much ahead of the 90 to 120 days actually being quoted on other jobs.

I know that you will appreciate this effort on the part of our industry and hope that you may be able to facilitate approval of the balance so that they may clean this up while they are in gear for it.

Thanks for giving us the opportunity to cooperate with you on this.

Yours very truly,

W R Bond

W. R. Bond
Engineer

3

WRB/sw

RECEIVED

FOR FILING

FORM E-30 25M 11-50 44701

6 - [illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31st, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

In regard to Assignment #2807, complaint of Porter W. Yett concerning certain delays he is incurring on the Bunker Hill-Delmar Section, Contract No. 3512.

A considerable portion of the culverts on this job are of creosoted timber to conform to those used by the railroad. The prefabricators, Pope & Talbot, have received the plans for about half of the culverts and we are doing everything possible to expedite the balance, and I have again called Mr. Lytle to furnish a complete list of the metal pipes to the contractor.

Very truly yours,

HG Smith

H. G. Smith
Construction Engineer

[illegible]
W. C. WILLIAMS

HGS:AR

ASSIGNMENT

No. 2807
By ew

ate: July 23, 1951

Description: **Porter W. Yett's letter of July 20 regarding critical situation confronting their performance on the Bunker Hill-Delmar project, Contract 3512**

Acknowledged by _____ Referred to **Smith** ✓ __________

Investigate and report with recommendation
xx [illegible], such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

Assignment executed 8-1-51 mc Report received _________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

STONE PLANT—ROCKY POINT, ORE.

SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT

Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE ~~GARFIELD 4356~~ PORTLAND 13, OREGON

NOTED H SMITH

July 20, 1951

Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Attn: Mr. W. C. Williams
Re: Bunker Hill-Delmar
Contract #3512

Dear Mr. Williams:

We are writing in regard to the critical situation that is confronting our performance on Bunker Hill-Delmar project, due to the operating restriction caused by the failure of the State to provide access to the entire right-of-way.

Our subcontractor, E. L. Gates & Co., has registered serious protest because of their inability to reasonably operate their equipment. We understand that the Highway Commission has had considerable difficulty in obtaining clearance for operations on portions of the contract to be constructed on railroad property.

We urge that you force this matter in every way possible in order that the operating restrictions be removed at the earliest possible date. As you are quite aware, each day of delay during this period of operating weather, extends our operation into bad weather season.

In addition to the clearing, grading and grubbing work, we also have been seriously delayed in the performance of our drainage items. In order that you may understand the problems confronting our performance of this work, we shall set forth the pertinent matters effecting our construction operation.

We were the successful bidder on this contract, April 12/51, contract was awarded May 25/51, with restrictions of operations to the clearing on highway property only, except for limited hand clearing on railroad property. We are still operating under restrictions which prevent a normal and economical operation.

At the time the contract was bid, April 12, Pope & Talbot Co. quoted us prices and three weeks delivery of the treated timber items necessary to obtain proper drainage prior to grading operations. On June 3, we requested the Resident Engineer to give us an approved list of the material necessary for the treated timber structures at Stations 155 plus 82, 138 plus 57, 127 plus 70, 89 plus 03 and 170 plus 10.

NOTED
W. C. WILLIAMS

On June 25, the Bridge Department in Salem forwarded Pope & Talbot Co., the lengths of the structures at the above mentioned stations. On the 29th of June, Pope & Talbot Co. received the drawings from the Bridge Department and returned the drawings to the Bridge Department for approval July 12, and received the approved drawings July 18.

The Pope & Talbot Co. informs us that due to fact that no priority is provided for this material, they are now confronted with three weeks delivery on the lumber and approximately fifteen days for treating and delivery. Therefore, we will be unable to obtain this material for placement until about the 20th or 25th of August.

At the time we placed the requested information for the locations previously mentioned, we advised the Bridge Department and the Engineer that all the structures should be immediately staked and designed in accordance with the culvert table on drawing No. 9848, beginning with Station 170 plus 14 and continuing in numerical order from No. 6 to No. 31 at Station 417 plus 64. As of this writing we have received no further information regarding these structures. Our operations were planned in order that these culverts would normally be placed progressively and preceeding the planned grading operations.

The same conditions apply to the metal culvert pipe except in this case, our supplier, the Armco Company, has the material in stockpile but cannot proceed with the fabrication until we are given proper lengths and approval of location by the Engineering Department.

There has not been any action in obtaining the removal and relocation of the power lines and telephone lines. We have been told that the telephone lines cannot be moved until the power lines are moved. The power company advises that they will not be able to perform any work on this project for at least 30 days from date, due to the fact that they are now working on the Cedar Point - Coquille Section of Highway 101. It would seem to us that they should be immediately required to employ more men and more facilties to work on more than one section of highway.

Very truly yours,

PORTER W. YETT

By

PWY/c

RECEIVED
JUL 1[illegible] 1951
FOR FILING

6 - 1142

3512

July 13, 1951

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Sir:

I am advised by the Southern Pacific Railroad Company that we may expect to receive the permit of entry upon the Railroad Company's property on the Bunker Hill-Coos Bay Section some time next week. Conditions of the permit of entry require that you have provided the Railroad Company with public liability insurance in the amount of $200,000/$400,000 and property damage insurance in the amount of $50,000/$100,000.

The above insurance, which is as specified in your contract, should be posted immediately, if not already posted, so that your entry on the railroad property need not be delayed when the permit of entry is granted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

RECEIVED
JUL 16 1951
FOR FILING

[illegible]

[illegible]

July 13, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

I have this date received your letter of July 12, your File 323-3, having reference to conditions to be met in the granting of encroachment easement upon the Southern Pacific Railroad tracks between Bunker Hill and Delmar.

We have carefully examined the 15 conditions set forth, and I hereby assure you that the State Highway Commission will execute an agreement including these conditions when the agreement has been prepared.

We also agree to pay $2,000 for the easement, which is based on the land value.

We are extremely desirous of starting work at the earliest possible date upon your rights of way, as our contractor is losing the most favorable weather of the entire season in the Coos Bay area, and I will, therefore, appreciate your every effort to obtain an immediate permit of entry pending the final signing of the agreement form.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. J. M. Devers
WCW:me bl

S-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO

July 12th, 1951

323-3

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams.

NOTED
W. C. WILLIAMS

Dear Sir:

Referring to your letter June 21st, forwarding laboratory reports, cross sections and an analysis of stability against lateral movement of soil taken along railroad between Bunker Hill and Delmar, in connection with possible relocating State highway on our property.

We have handled further with our people in San Francisco and they are inclined to give favorable consideration to your request, subject to following conditions:

1. Except for the pavement area as might be involved, railroad to reserve the right to superimpose embankment material upon State embankment in event of construction of additional trackage and/or relocation of wire line. ok

2. In the event subsidence or distortion of Railroad's tracks or subgrade is caused by the adjacent location of the new highway State shall assume all costs of necessary repairs or reconstruction that are necessary to restore Railroad to the alignment and grade which existed prior to the highway construction. Rigid but [illegible] to [illegible]

3. Where highway and railroad embankments are in contact State will provide parallel drainage and pave with asphaltic concrete the invert. To dispose of this parallel drainage State will construct drop inlets at State drainage structures to connect with our drainage structures. ok

4. Where State drainage structures are connected with railroad drainage structures, State structures to be of same type. ok

5. To improve drainage State desires to place four corrugated metal pipes through our embankment by jacking method. State will agree to meet railroad requirements of asbestos bonded and coated paved pipe, the gage of metal to be in accordance with railroad common standard. OK

6. State desires to place tide gates at end of three culverts and agrees to maintain these gates and keep railroad and State culverts clear of any silt or other debris which may impede capacity. Railroad to supvervise that portion of work upon railroad right of way. OK

7. State proposes cattle underpass highway opposite MP 772.66. In order to prevent cattle from being on railroad right of way except at nearby private crossing State will construct a fence between underpass and private crossing. OK

8. At MP 773.8 at location of team track State will, if practicable, relocate highway so as to afford sufficient room for vehicle to reach spur, distance being not less than 35 feet. If highway relocation is impracticable State will construct concrete wall to retain embankment material, the track face of wall to be 35 feet distant from center line of track. If foundation conditions are such that wall cannot be constructed State will then assume cost of removal of this spur and adding this length of 300 feet from clear point to double end spur at MP 773.1. OK

9. Elevation of highway embankments to be as low as practicable in their relation to the elevation of railroad's embankments where they are adjacent and maximum elevation of highway at such locations shall be as jointly approved by State and railroad. OK

10. State will have excess grading material from its cuts which is desirable to waste by spreading through the low area on railroad's right of way on the opposite side of track from the highway. Railroad will permit spreading of this material by the State at locations selected by railroad's engineer. Such material shall be leveled off and graded so as to provide drainage flow away from track and to a top elevation as indicated by railroad's engineer. OK

Where contractor requires crossing of railroad for placing of embankment material, on the slough side, agreement to be entered into with railroad and points of crossing to be determined by Railroad's engineer and contractor. OK

11. Contractor to provide Railroad with public liability insurance $200,000/$400,000 and property damage insurance $50,000/$100,000. OK

12. Should the State at any time abandon use of land covered by easement land will revert to Railroad. OK

13. State to assume cost of such inspectors and watchmen-flagmen as may be required except that in event State's contractor should conduct any of his operations not in accordance with his contract with the State in a manner which in the judgment of the Railroad or its engineer requires such watchmen-flagmen and/or inspectors, such special employes shall be supplied by the Railroad Company and contractor shall, at his own expense, reimburse Railroad for such special watchmen-flagmen and/or inspectors. OK

14. State will, at its expense, make any necessary relocation of existing pole lines on easement area, as well as protect any other facilities involved. Any relocation of existing pole lines to be not less than 90 feet from center line of track. OK

15. Easement to be subject to all valid and existing contracts, leases, liens or encumbrances which may effect the said property. OK

Foregoing is based on cost to State Highway of $2000.00 to our Company for this easement, which we feel to be the most reasonable price. OK

Would appreciate prompt advise as to whether State Highway Commission will enter into an agreement along these lines.

In your reply if you will state that agreement will be executed by Highway Commission, we will forward this information to our people in San Francisco, together with your acceptance of proposed terms of agreement and endeavor to obtain immediate authorization for you to commence work on this project. OK

Yours truly,

RECEIVED
FOR FILING

6-1042

3312

June 21st, 1951

Mr. L. P. Hopkins
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We are delivering herewith laboratory reports, platted cross sections and an analysis of the stability against lateral movement of the soil at the thirteen test holes taken on and along the railroad between Bunker Hill and Delmar.

We have also studied the recommendations for counterbalances suggested by your engineering personnel and have discussed with them at length the practicability of constructing the highway fills at an elevation one foot below the railroad base of rail.

An analysis indicates that additional counterweights above those furnished by the railroad fill are not necessary and might even be undesirable. The previous construction, both on the highway and the railroad, supports this opinion, since we can find no evidence of lateral displacement or shearing of the original ground either on the railroad or the highway where the fills are of moderate height, less than 10 or 12 feet.

Undue stress has been placed upon some preliminary statements that the highway elevation would be level with that of the railroad, which you have taken to mean at the theoretical subgrade about 12 inches below the base of rail. Inasmuch as there is no clear line of demarkation between ballast and grade, I think that this idea as to our grade was the result of a misunderstanding, as it would be clearly impractical to operate a highway with such a low grade line over the marshy ground. In several instances your track is actually under water at high tides, and we feel that an elevation of 7.50 is the very minimum at which we can establish a highway grade. At the slough crossings the War Department has dictated the height of our bridge crossings which are somewhat above those of the railroad, which, of course, was built before the modern navigation requirements.

Any slight difference in elevation will have no effect on the railroad stability. In a number of instances we are lowering our grade line to more nearly conform to that of the railroad at a great increase in yardage. We are doing this merely in the spirit of compromise, as we do not feel that the original grade line would have resulted in any displacement of the railroad.

Inasmuch as we have a considerable amount of waste which must be disposed of, we have no objection to placing it as a counterweight at most of the places where you have indicated you consider counterweights desirable if you have sufficient room on your right of way for the counterweights or the right of way can be acquired at a reasonable price. We do not wish to obligate ourselves to buy expensive industrial property for counterweights except as a corrective measure where the track actually showed signs of disturbance.

There is one place where we consider a counterweight impractical on account of your low grade line, that is from our station 85 to 100. Across this tide flat your track is under water at extreme high tides, and it would be physically impossible to construct a fill here except one which would be considerably higher than the railroad. Between our stations 239 and 245, 248 and 260 and 353 and 362, all places where your track is close to the slough, you have indicated the desirability of counterbalances plus riprap. Inasmuch as we are agreeing to the repair of any displacement of the track and there is no indication that any displacement has taken place at these points, we do not feel that such an expensive procedure should be made a part of the agreement. It involves the importing of a large quantity of hard rock either by train haul or truck haul of at least 30 miles, or else the realignment of the slough to afford room for a counterbalance of the ordinary material found on the job. We realize that the cross sections show a slight steepening of your slopes due to the wash from the slough, but we do not feel that this indicates any danger of lateral displacement or that the highway would be in any way involved in protecting your normal roadbed from this wash.

We expect to place the fills along the railroad with great care, placing reference points along the track at the critical points so that we can immediately detect any movement and, of course, suspend operations at such points until the proper corrective measures have been decided upon.

In view of the care which we have taken in studying the situation and the extraordinary expense we are going to in lowering our grade line, we do not feel that any unusual disturbance of the track will take place, and request that you authorize us to occupy your right of way pending the preparation of the final agreement.

Accompanying this letter are:

1. Two copies of profile form of cross sections taken at the test holes showing the existing highway, proposed highway, railroad grade, ground line and in dotted lines the size of counterweight which would be necessary were not the railroad grade there.

2. Two copies of computation data with laboratory report showing the soil analysis made for use in the computations. Owing to the breakdown of our triaxial machine, it was impossible to run triaxial tests on all the samples, but the sample used represents the worst soil found on the section, and all computations have been based upon this soil. Additional soil tests will be sent the first of next week, but the soil for each of the holes is quite similar and slightly better than the sample submitted.

Also being returned are:

1. One set of cross sections showing revised grades.

2. One set of contract plans showing revised grades.

3. One set of contract plans showing your stationing and other data including counterbalance suggestions.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

W. C. Williams
Assistant State Highway Engineer

R

RECEIVED
OREGON-DISTRICT
MONTANA
OREGON
IDAHO
WASH

6-1042

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 20, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Bunker Hill-Delmar Section
Contract No. 3512 - State Project
Authorization to commence construction

Dear Sir:

Your application on subject project dated June 19, 1951 was received in this office on June 20, 1951.

The work consists of widening and paving of a sub-standard section of the Oregon Coast Highway (US 101) between Bunker Hill and Delmar south of Coos Bay. This section is subjected to very heavy log and lumber hauling, is dangerously narrow and the maintenance costs are excessively high.

The total amount of steel required for the project is 62.5 tons.

Application is approved to commence construction but availability of steel is subject to Defense Construction Administration allotments of steel. If priority assistance is required, it will be necessary to make separate application for that purpose, specifying by months when steel is actually needed, allowing 45 days lead time for mill rolling.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

C. G. POLK
Acting District Engineer

By W. H. Schwiesow

W. H. SCHWIESOW
Highway Engineer

cc. [illegible]
[illegible]

RECEIVED
FOR FILING

[illegible]

3512

June 19, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Bunker Hill-Delmar Section
Contract No. 3512 - State Project

Herewith is form WPAF-24, our application for authority to commence construction on the Bunker Hill-Delmar Section of the Oregon Coast Highway. A contract for this project was awarded to Porter W. Yett of Portland, Oregon, on May 25, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

Attached

CAGgn
cc O. S. Paxson
C. A. Gardner

RECEIVED
FOR FILING

6-1042

3512

June 19, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 Highway Office Building
Salem, Oregon

Dear Sir:

Re: Bunker Hill-Delmar Section
Contract No. 3512 - State Project

Attached please find data to support request for priority assistance for contractor's use in obtaining reinforcing steel for this project. This project is our preference No. 7 for delivery of materials during the third quarter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. R. Stiffler
Assistant State Highway Engineer

Attached

CAGgn
cc C. S. Paxson
C. A. Gardner

RECEIVED
FOR FILING

6-[illegible]

3512

June 13, 1951

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Mr. Yett:

We enclose herewith a fully executed copy of Contract No. 3512 which was awarded to you on May 25, 1951 by the State Highway Commission, covering structures, grading, and paving on the Bunker Hill-Delmar Section of the Oregon Coast Highway in Coos County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

Enclosure

Recorded

RECEIVED
[illegible] 1951
FOR FILING

[illegible]

[illegible]

June 11, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Under separate cover, we are sending you the following data on the Bunker Hill-Delmar Section:

1. Three copies of extended cross sections showing the terrain on the east side of the railroad.

2. One blue print of map and profile showing the elevation of the railroad base of rail, as taken in the field last week.

You will note that we have lowered the grade in two different places where the channel was abutting the railroad, making it impractical to use a counterbalance on the east side of the railroad. In practically every other place we have sufficient waste material to widen the railroad grade on the east side to more effectively form the counterbalance, which the railroad grade itself will act as.

We have taken tests at all critical points along the railroad and highway and will submit an analysis of the effect of the highway grading on the railroad stability. It will take a few days to process the tests, but you may expect them in the near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

RECEIVED
MAY 31 1951
FOR FILING

[illegible]

3512

May 29, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. Lyon

Dear Sir:

This is to advise that our drill will move to the Bunker Hill-Dalmar job on Monday, June 4, to secure samples of the material adjacent to the railroad and make such other tests as you may wish.

The work will start June 5, and I suggest, if you wish to have an inspector watch the drilling and examine the samples, that he report on that date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. K. D. Lytle

S-2050

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. P. HOPKINS
SUPERINTENDENT

May 28, 1951

IN REPLY PLEASE REFER TO
323-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear sir: ATTENTION: Mr. W. C. Williams

Referring to previous correspondence and conferences relative to your request for easement over portions of our right of way between Bunker Hill and Delmar in Coos Bay area.

At the meeting on April 25th with our representatives, it was our understanding that test holes to determine soil conditions were to be drilled both on our property between railroad roadbed and highway and on the slough side of our roadbed where it may be necessary to construct a counterbalance.

We are very anxious to study the results of your test borings and will appreciate this information as soon as possible.

Yours truly,

L P Hopkins

RECEIVED
FOR FILING
- 1042
3512

AGENDA

May 25, 1951

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Dear Mr. Yett:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you contract No. 3512 for grading, paving and construction of two bridges on the Bunker Hill-Delmar Section of the Oregon Coast Highway, in Coos County. This award was based on your low bid of $1,286,424.00 submitted on April 12, 1951.

Contract Forms will be sent to you for execution within the next few days.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

By:____________________
S. H. Probert,
Office Engineer

gl
encl. 1

cc: N. G. Smith
S. H. Probert
G. S. Paxson
L. R. White, Assistant Commissioner
State Industrial Accident Com.

S+C

MESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM ☐ SERIAL ☐
DAY LETTER ☐ NIGHT LETTER ☐

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE ☐ LETTER TELEGRAM ☐
VICTORY LETTER ☐ SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 25, 1951
9:30 p.m.

Porter W. Yett
6500 N.E. Ainsworth
Portland 13, Oregon

State Highway Commission awarded you today contract for Bunker Hill-Delmar Section on Oregon Coast Highway, Coos County, based on your low bid submitted April 12, 1951. Contract forms follow shortly.

H. B. Glaisyer, Secretary
Oreton State Highway Commission

RECEIVED
FOR FILING

[illegible]

[illegible]

May 16, 1951

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

A study has been made of the possibility of moving our line opposite Station 285 on the Bunker Hill-Delmar Section in order to allow you 35 feet between the center of the spur track and the toe of the slope for loading purposes, but we find such a movement of our line would be quite impractical.

We prefer to accept the other alternate which you gave us, that of extending the spur track from Station 245 to Station 250 an additional 300 feet to replace the spur track at Station 285.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. K. D. Lytle

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engrs Report No. 131 ~~Daily~~ or Week Ending Aug 8 19 53

122 Daily Aug 5 53

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas @ $\$400^{00}$											
Engr Insp	8								8	2.2728	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkfst		95							
Lunch		115							
Dinner		160							
Hotel		350							
Motor Car 3273	Mi		28						
Gas	Gal		1						
Oil	Qt		1/2						

GARDNER

Total Material 7^{20}

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection Report
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

CE
131
8-8-53

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

AILY OR WEEKL REPORT OF LABOR AND MA RIAL USED

roject Hiway Const Location Bunker Hill. Delmar G.M.O. No. 50793

Gang Div Engr Report No. 132 ~~Daily~~ or Week Ending Aug 15 1953

123 Daily Aug 15 53

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas @ $400 00											
Engr Insp	8								8	2 2728	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Exp									
Bkfst	90								
Lunch	120								
Dinner	165								
Hotel	350								
Motor Car 3273	Mi		28						
Gas	Gal		1						
Oil	pt		1/2						

Total Material 7 25

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

Inspection Report

B

C

D

E

F

DE

* Note: Also report locomotive and automobile miles.

W-132

8-15-53

Correct J E Thomas Engr Insp

Title-S. P. Co.

Approved C C Gill

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKL REPORT OF LABOR AND M RIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engr Report No. 133 ~~Daily or~~ Week Ending Aug 22 1953

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas	@ $400 00										
Engr Insp	16								16	2 38	

Total Labor 16 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Brkfst	1								95
Lunch	2								2 10
Dinner	2								3 25
Hotel	2								7 00

Total Material 13 30

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection & Report
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

DE
W-133
8-22-53

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKL REPORT OF LABOR AND M RIAL USED

Project Hway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engr Report No. 133 ~~Daily or~~ Week Ending Aug 22 1953

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas	@ 400 00										
Engr Insp	16								16	2 38	

Total Labor 16 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	1								95
Lunch	2								2 10
Dinner	2								3 25
Hotel	2								7 00

Total Material 13 30

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Inspection & Report
B
C
D
E
F

DE
W-133
8-22-53

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK REPORT OF LABOR AND M RIAL USED

Project Hiway Const Location Lumberhill - Delmar G.M.O. No. 50793

Gang Divn Engr Report No. 127 Daily ~~or Week Ending~~ Aug 19 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas @ $400.00											
Engr Insp	8								8	2.381	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	1	95							
Lunch	1	1.00							
Dinner	1	1.65							
Hotel	1	3.50							

Total Material 7.10

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Dt
W-127
8-19-53

Correct J E Thomas Engineering
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKL REPORT OF LABOR AND M RIAL USED

Project Hway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engr Report No. 126 Daily ~~or Week Ending~~ Aug 18 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas @ $400 00											
Engr Insp	8								8	2.381	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Lunch	1	110							
Dinner	1	160							
Hotel	1	3 50							

Total Material 6 20

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection / Reports
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DG
R 126
8-18-53

Correct J E Thomas Engr Insp
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKL REPORT OF LABOR AND MA RIAL USED

roject Hiway Const Location Bunker Hill Colma G.M.O. No. 50793

Gang Dvsn Engr Report No. 134 ~~Daily~~ or Week Ending Aug 29 19 53

128 Daily Aug 25 53

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas @ $400.30											
Engr Insp	8								8	2.381	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Lunch	1	110							
Dinner	1	165							
Hotel	1	350							

Total Material 6.25

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection of Const of Drainage
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

DE
W-134
8-29-53

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKL REPORT OF LABOR AND MA RIAL USED

roject Hwy Const Location Bunker Hill - Delmar G.M.O. No. 53512

Gang Divn Engr Report No. 135 ~~Daily or~~ Week Ending Aug 31 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

DE
W135
8-31-53

* Note: Also report locomotive and automobile miles.

Correct J E Thorne Engr Surv
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill Tubes S.M.O. No. 50793

Gang Div Engr Report No. 136 ~~Daily~~ or Week Ending Sept 5 1953

129 Daily Sept 4 53

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp J E Thomas			①	½	00.00				8	22724	

Total Labor 8 hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Exp									
Bkfst	1	95							
Lunch	1	100							

Total Material 195

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

Note: Also report locomotive and automobile miles.

W6

W-136

9-5-53

Correct J E Thomas Engr Insp

Title S. P. Co.

Approved C E Gall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Object Hiway Const Location Bunker Hill-Deluge G.M.O. No 50793

Gang Divn Engrs Report No. 137 Daily or Week Ending Sept 12 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									Total Labor		

Nothing to Report

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

DC
10-137
9-12-53

Correct JK Thomas Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmas G.M.O. No 50793

Gang Divn Engrs Report No. 138 ~~Daily~~ or Week Ending Sept 19 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

DE

* Note: Also report locomotive and automobile miles.

W-138
9-19-53

Correct J E Lyons Engr Surv
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

ject Hway Const Location Bunker-Hill-Delmar G.M.O. No. 507 83

Gang Div Engr Report No. 139 ~~Daily or~~ Week Ending Sept 26 1953

130 Daily Sept 23 53

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp	J E Thomas			@	400.00				8	22728	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Exp	1								
Bkfst	1	90							
Lunch	1	115							
Dinner	1	165							
Hotel	1								

Total Material 720

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Final Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DE
WB9
9-26-53

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engrs Report No. 126 ~~Daily~~ or Week Ending July 4 1953

Supplement - 122 Daily July 1 53

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
No time											

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Exp									
Bkfst	1	90							
Lunch	1	100							
Dinner	1	160							
Hotel	1	350							

Total Material 7.00

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Ok
Sup W-126
7-4-53

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

FOR FILING

E. E. MAYO
CHIEF ENGINEER 6-1042
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

L-7701

Southern Pacific Company
65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

File: 911/323
G.M.O. 50793

August 18, 1953

SUBJECT: Highway Construction Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

* Attached you will find three copies of Weekly Report Summaries Nos. 114 to 134 inclusive. One copy is supported by duplicates of daily and weekly field reports on Form No. L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit 88315 dated December 21, 1951.

Very truly yours,

E. E. Mayo

* Encls.

NOTED
W. C. WILLIAMS

RECEIVED
AUG 20 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

[illegible] 1953

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engr Report No. 111 ~~Daily or~~ Week Ending April 4 1953

✓ 117 Daily Apr 2 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J.E. Thomas				@ $385 00						
Engr Insp	8								8	2243	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	1	100							
Lunch	1	125							
Dinner	1	165							
Hotel	1	360							
Motor car	mi		28						
	gas		1 gal						
	oil		1/4 pt						

Total Material 7 50

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection & Report

B

C

D

E

F

Dc * Note: Also report locomotive and automobile miles.

Weekly 111

4-4-53

Correct J.E. Thomas

Title-S. P. Co.

Approved C C Gall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engrs Report No. 113 ~~Daily or~~ Week Ending April 18 1953

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

De
Weekly 113
4-18-53

Correct J. E. Moyer Engr. Engr.
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50792

Gang Division Engr Report No. 112 ~~Daily or~~ Week Ending April 11 1953

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Nothing to Report										
Total Labor										

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Total Material									

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

OK
Weekly 112
4-11 53

Correct J. Thomas Engr Insp
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engrs Report No. 114 ~~Daily or~~ Week Ending April 25 1953

118 Daily April 22 53

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas											
Engr Insp	8								8	2443	

Total Labor 8 hrs

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Bkfst	1	95							
Lunch	1	120							
Dinner	1	165							
Hotel	1	350							
Motor Car	mi		14						
Gas	gal		[illegible]						

Total Material 7 30

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

114

4-25-53

Correct J E Thomas Engr Insp

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang [illegible] Report No. 115 Daily or Week Ending April 30 1953

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Dz Weekly 115 4-30-53

Correct J E Thomas Engr Dwy

Title-S. P. Co.

Approved E C Hall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill - Delmar G.M.O. No 50798

Gang Curv Engr Report No. 116 ~~Daily or~~ Week Ending May 2 1953

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Nothing to Report										
								Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

De
Weekly 116
5-2-53

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Divn Engr Report No. 117 ~~Daily~~ or Week Ending May 9 19 53
119 Daily May 7 53

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J.E. Thomas @ $395.00											
Engr Inspector	8								8	2.3512	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Exp									
Bkfst	1	90							
Lunch	1	120							
Dinner	1	160							
Hotel	1	350							

Total Material 7 20

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

NB
Mackey 11
5-9-53

* Note: Also report locomotive and automobile miles.

Correct J.E. Thomas Engr Insp
Title-S. P. Co.

Approved C. C. Gail
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hwy Const Location Bunker Hill - Delmar G.M.O. No 50793

Gang Divn Engr Report No. 118 ~~Daily~~ or Week Ending May 16 1953

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing To Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

DE
W 118
5-16-53

Correct J E Thomas Engr Surveys
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Location Bunker Hill-Delmues M.O. No. 50793

Gang Divn Engr Report No. 119 ~~Daily~~ or Week Ending May 22 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

DE ~~119~~
Weekly 119
5-22-53

Correct J K Thomas Engr Insp
Title-S. P. Co.

Approved E E Dale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KI REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Location Sunken Hill - Delmar G.M.O. No 50793

Gang Divn Engr Report No. 120 ~~Daily~~ or Week Ending May 30 1953

120 Daily May 28 1953

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas @ $395.00											
Engr Insp	8								8	2.3512	

Total Labor 8 hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	1	90							
Dinner	1	1 20							

Total Material 2 10

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection & Reports
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Le
Weekly 120
May 30 1953

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hway Const Location Bunker Hill - Delmar S.M.O. No. 50793

Gang Div'n Engr Report No. 121 ~~Daily or~~ Week Ending June 6 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

Dg
121
6-653

* Note: Also report locomotive and automobile miles.

Correct J E Grow Div Engr
Title-S. P. Co

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Heavy Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Div Engr Report No 122 ~~Daily~~ or Week Ending June 13 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A

B

C

D

E

F

DQ * Note: Also report locomotive and automobile miles.

W-122

6-13 53

Correct J E Thomas Eng Insp

Title-S. P. Co.

Approved C C Gall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W L REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Locat Bunker Hill - Holmes G.M.O. No 50793

Gang Dir. Engr Report No. 123 ~~Daily or~~ Week Ending June 20 1953

121 Daily June 18 53

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas (2) $395.00											
Engineering	ST								8	22493	

Total Labor 8 hr

Class of Material	Unit	Price	A	B	C	D	E	F	Amount
Personal Exp									
Bkfst	1	95							
Lunch	1	115							
Dinner	1	175							
Hotel	1	350							
Motor Car SAmw	8273								
Mi	1								
Gas gal	1 gal								
Oil pt	1/2								

Total Material 735

Equipment	A	B	C	D	E

Equipment Hours *

Description of Work

A Inspection

B

C

D

E

F

DE * Note: Also report locomotive and automobile miles.

W-123
6-20 53

Correct J E Thomas Eng Insp
Title-S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hwy Const Location Bunker Hill-Delmar G.M.O. No 50798

Gang Div Engr Report No. 24 ~~Daily or~~ Week Ending June 27 1953

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
										Total Labor	

Nothing to Report

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct J C Sherman Engr Dept
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

Dg
W-124
6-27-53

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location [illegible] G.M.O. No. 50793

Gang Div Engr Report No. 125 ~~Daily or Week~~ Period ending June 30 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct [illegible] Engr Tunn

Title-S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

Dp
W 125
6-30-53

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill Delmar S.M.O. No. 50793

Gang Divn Engrs Report No. 122 Daily or ~~Week Ending~~ July 1 1953

126 Week Ending July 4 53

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J.E. Thomas		Engr	Insp		@	400.00					
Engr Insp	8								8	21739	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

DE
W 126
7-4-53

Correct J.E. Thomas Engr Insp
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Coast Location [illegible] G.M.O. No. 52773

Gang Own Engrs Report No. 127 ~~Daily~~ or Week Ending July 11 1953

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									Total Labor		

Nothing to Report

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

DG
N-127
7-11-53

Correct J E Thomas Engr Supr
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W[illegible]K[illegible] REPORT OF LABOR A[illegible] M[illegible]TERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No 50793

Gang Div Engrs Report No. 128 ~~Daily or~~ Week Ending July 18 1953

123 Daily July 15 53

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas @ 7.00 00											
Engr Insp	8								8	21739	

Total Labor 8 hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkfst	1	90							
Lunch	1	120							
Dinner	1	165							
Hotel	1	350							

Total Material 7 25

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

DG
W 128
7-18-53

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W K REPORT OF LABOR AN M TERIAL USED

Project Survey Crest Location [illegible] G.M.O. No. 50793

Gang Own Engrs Report No. 129 ~~Daily or~~ Week Ending July 25 1953

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Nothing to Report										

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

D6
W-129
7-25-53

Correct J. Moyer Engr Dept
[illegible]e-S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W K REPORT OF LABOR AN MATERIAL USED

Project Hiway Const Location Bunker Hill Kelvin G.M.O. No. 50793

Gang Divn Engr Report No. 130 ~~Daily or~~ Week Ending July 31 1933

Nothing to Report

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
								Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

F.C.
1D-130
7-31-33

Correct Div. Engr.
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

7-52-500

L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

IN REPLY PLEASE REFER TO
File: 911/323
G.M.O. 50793

May 5, 1953

3512

SUBJECT: Highway Construction Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

C. A. GARDNER

Dear Sir:

* Attached you will find three copies of Weekly Report Summaries Nos. 100 to 113 inclusive, and Supplement No. 1 to Weekly Report Summary No. 84. One copy is supported by duplicates of daily and weekly field reports on Form No. L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit 88315 dated December 21, 1951.

Very truly yours,
E E Mayo

* Encls.

RECEIVED
1953

RECEIVED
MAY 11 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 100 Period Ending January 3, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Gillman G.M.O. No. 50793

Gang Divn Engr Report No. 97 ~~Daily~~ or Week Ending Jun 8 1955

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

DB * Note: Also report locomotive and automobile miles.

Week 97
Jun 3, 55

Correct J. C. Thomas Engr. Divn Engr
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 101 Week Ending January 10, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Engineering and Inspection					
2	Engr. Insp. (395.00/168)	Hrs.	16	2.3512	37.62	
3	Vacation Allowance		$37.62	3.00 c	1.13	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		38.75	6.25 c	2.42	
6	Workmen's Compensation Insurance		38.75	3.00 c	1.16	
7	Public Liability and					
8	Property Damage Insurance		38.75	1.00 c	.39	42.72
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	2		2.60	
11	" " "	Lodging	1		3.50	6.10
12	Light and Running Repairs					
13	Motor Car Div. Engr.	Hrs.	8	0.07		.56
14	Depreciation					
15	Motor Car Div. Engr.	Day	1	0.18		.18
16	Supplies					
17	Gasoline	Gals	1/2	0.16	.08	
18	Oil	"	1/8	0.49	.06	.14
19	Handling Cost Supplies		$ 0.14	5.00 c		.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 101					49.71

22 Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK ' REPORT OF LABOR AND TERIAL USED

Project Hiway Const Location Tucker Hill - Palmer G.M.O. No. 50793

Gang Divn Engr Report No. 98 ~~Daily~~ or Week Ending Jan 10 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas				@ $385.00						
Engr Insp									16	22917	

Total Labor 16 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Lunch	1								110
Dinner	1								150
Hotel	1								350
Motorcar Spmu	3273								
mile	14								
gas gal	1/2								
Oil pt	1/8								

Total Material 6 10

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	
B	Report & Inspection
C	
D	
E	
F	

Dc weekly 98 Jan 10 53

* Note: Also report locomotive and automobile miles.

Correct J E Thomas

Ttl. S. P. Co.

Approved E C Hill

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-[illegible] G.M.O. No. 50793

Gang Divn Engrs Report No. 109 ~~Daily~~ or Week Ending Jan 5 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas @ 385 00										
Engr Insp									8	2.2917	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *						Description of Work
	A	B	C	D	E	A	Report
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gee
Res. Engr. State Highway Dept.

Daily 109
Jan 5 '53

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEI ' REPORT OF LABOR AND I TERIAL USED

Project Hwy Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engrs Report No. 110 Daily or Week Ending Jan 6 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas				@	386					
Engr Insp									8	22917	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Lunch	1	1.10							
Dinner	1	1.50							
Hotel	1	3.50							
Motor Car SPMW 5273									
Mile	14								
Gas Gal	2								
Oil pt	1/8								

Total Material 6.10

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection

C

D

E

F

DE Daily 110 Jan 6 52

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit 88315, dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 102 WEEK ENDING JANUARY 17, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
(1) Engineering and Inspection			$	$	$
Engr. Insp. (395.00/168)	Hrs.	8	2.3512	18.81	
Vacation Allowance		$18.81	3.00 c	.56	
Railroad Retirement and Unemployment Compensation Taxes		19.37	6.25 c	1.21	
Workmen's Compensation Insurance		19.37	3.00 c	.58	
Public Liability and Property Damage Insurance		19.37	1.00 c	.19	21.35
Personal Expenses					
J.E. Thomas - Inspector	Meals	3		3.30	
" " "	Lodging	1		3.50	6.80
Light and Running Repairs					
Motor Car Div.Engr.	Hrs.	8	0.07		.56
Depreciation					
Motor Car Div.Engr.	Day	1	0.18		.18
Supplies					
Gasoline	Gals.	1/2	0.16	.08	
Oil	"	1/8	0.49	.06	.14
Handling Cost Supplies		$0.14	5.00 c		.01
Total (1) Engineering and Inspection and Total Weekly Report Summary No. 102					29.04

Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK ' REPORT OF LABOR AND TERIAL USED

Project Survey Insp Location Bunker Hill Delmar G.M.O. No. 30793

Gang Div Engr Report No. 111 Daily ~~or Week Ending~~ Jan 12 1953

– 99 Week Ending Jan 17 53

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
	J E Thomas @ 550.00									
Engr Insp								8	2.2917	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Brkfst	1	80							
Lunch	1	100							
Dinner	1	150							
Hotel	1	350							
Motor Car SPMW 3223									
Mileage	17								
gas gal	1/2								
Oil pt	1/8								

Total Material 6.80

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B Report & Inspection
						C
						D
						E
						F

De weekly 99 Jan 17 53

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Div Engr
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 103 **Week Ending January 24, 1953**

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (385.00/168)	Hrs.	8	2.3512	18.81	
3	Vacation Allowance		$18.81	3.00 c	.56	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		19.37	6.25 c	1.21	
6	Workmen's Compensation Insurance		19.37	3.00 c	.58	
7	Public Liability and					
8	Property Damage Insurance		19.37	1.00 c	.19	21.35
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	2		2.55	
11	" " "	Lodging	1		3.50	6.05
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 103					27.40

14 Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR AND M TERIAL USED

Projec Hiway Construction Location Bunker Hill [illegible] C.M.O. No. 50793

Gang Own Engr Report No. 112 Daily ~~or Week Ending~~ Jan 20, 1953

100 Week Ending Jan 24 53

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
		J E Thomas @ $235⁰⁰								
Engr Insp								8	2.2917	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Lunch	1	90							90
Dinner	1	165							165
Hotel	1	350							350

Total Material 605

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection & Report

C

D

E

F

* Note: Also report locomotive and automobile miles.

DE
Weekly 100
Jan 24, 53

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 104 **Week Ending January 31, 1953**

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR AND TERIAL USED

Project Highway Const Location Bunker Hill - Dixmar G.O. No. 50793

Gang Dixon Engr Report No. 101 ~~Daily or~~ Week Ending Jan 31 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

DG * Note: Also report locomotive and automobile miles.

Weekly 101
1-31-53

Correct J E Thomas Engr
Title-S. P. Co.

Approved DG Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 105 Week Ending February 7, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

L-770B

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar W.O. No. 5093

Gang Div Engr Report No. 102 ~~Daily~~ Week Ending Feb 7 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: [illegible]

2
weekly 102
Feb 4 53

J. E. Moyer Engr Dury

C. C. Hall

[illegible]

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 106 — **Week Ending February 14, 1953**

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$
(1) Engineering and Inspection					
Engr. Insp. (395.00/152)	Hrs.	8	2.5987	20.79	
Vacation Allowance		$20.79	3.00 c	.62	
Railroad Retirement and Unemployment Compensation Taxes		21.41	6.25 c	1.34	
Workmen's Compensation Insurance		21.41	3.00 c	.64	
Public Liability and Property Damage Insurance		21.41	1.00 c	.21	23.60
Personal Expenses					
J.E. Thomas - Inspector	Meals	2		2.75	
" " "	Lodging	1		3.50	6.25
Total (1) Engineering and Inspection and Total Weekly Report Summary No. 106					29.85

Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div'n Engr Report No. 113 Daily ~~or Week Ending~~ Feb 10 1953

103 Week Ending Feb 14 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J B Thomas @ 385.00										
Engr Insp									8	24063	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Lunch	1	115							
Dinner	1	160							
Hotel	1	350							

Total Material 6.25

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	
B	Inspection & Reports
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Weekly 103
2-14-53

Correct J B Thomas Engr Insp
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 107 Week Ending February 21, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (395.00/152)	Hrs.	8	2.5987	20.79	
3	Vacation Allowance		$20.79	3.00 c	.62	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		21.41	6.25 c	1.34	
6	Workmen's Compensation Insurance		21.41	3.00 c	.64	
7	Public Liability and					
8	Property Damage Insurance		21.41	1.00 c	.21	23.60
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	2		2.60	
11	" " "	Lodging	1		3.50	6.10
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 107					29.70

14 Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK REPORT OF LABOR AND MATERIAL USED

Project Hway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engrs Report No. 114 Daily ~~or Week Ending~~ Feb 17 1953

r 104 Week Ending Feb 21 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J Thomas @ $385.00									
Engr Insp									8	2.4063	

Total Labor 8 hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Lunch	1	1.00							
Dinner	1	1.60							
Hotel	1	3.50							

Total Material 6.10

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection & Report

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct J Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

weekly 104
Feb 21 53

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 108 Week Ending February 28, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK Y REPORT OF LABOR AND TERIAL USED

Project Hway Const Location Bunker Hill-Delmas G.M.O. No. 50793

Gang Div Engrs Report No. 105 ~~Daily or~~ Week Ending Feb 28 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive
and automobile miles.

Correct J.K. Thomson Engr Supv
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

Reg
weekly 105
2-28-53

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 109 Week Ending March 7, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (395.00/176)	Hrs.	8	2.2443	17.95	
3	Vacation Allowance		$17.95	3.00 %	.54	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.49	6.25 %	1.16	
6	Workmen's Compensation Insurance		18.49	3.00 %	.55	
7	Public Liability and					
8	Property Damage Insurance		18.49	1.00 %	.18	20.38
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	2		2.90	
11	" " "	Lodging	1		3.50	6.40
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 109					26.78
14	Note: Labor above includes retroactive pay raise.					

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

oject Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engrs Report No. 115 Daily ~~or Week Ending~~ Mar 3 1953

106 Week Ending Mar 7 1953

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas @ $385.00											
Engr Insp									8	2.1875	
Total Labor									8 hr		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Lunch	1	1.25							
Dinner	1	1.65							
Hotel	1	3.50							
Total Material									6.40

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

Dg
Weekly 106
3-7-53

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 110   Week Ending March 14, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

L 7702

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 110 **Week Ending March 14, 1953**

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50393

Gang Divn Engr Report No. 107 ~~Daily~~ or Week Ending March 14 1953

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

DE
weekly 107
3-14-53

Correct J E Thomas Engr Engr
Title-S. P. Co.

Approved ____________________
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 111 Week Ending March 21, 1953

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Engineering and Inspection					
2	Engr. Insp. (395.00/176)	Hrs.	8	2.2443	17.95	
3	Vacation Allowance		$17.95	3.00 c	.54	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.49	6.25 c	1.16	
6	Workmen's Compensation Insurance		18.49	3.00 c	.55	
7	Public Liability and					
8	Property Damage Insurance		18.49	1.00 c	.18	20.38
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	3		3.65	
11	" " "	Lodging	1		3.50	7.15
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 111					27.53

14 Note: Labor above includes retroactive pay raise.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK~~LY~~ REPORT OF LABOR AND MATERIAL USED

Project Hwy Const Location Burkett H-Dinuba G.M.O. No. 50793

Gang Div. Engr. Report No. 116 Daily or ~~Week Ending~~ Mar. 19 1953

Report No 108 Week Ending Mar. 21 53

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas @ $ [illegible]										
Engr Insp									8	2.1875	

Total Labor 8 hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	1	75							
Lunch	1	125							
Dinner	1	150							
Hotel	1	350							

Total Material 7 15

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection & Report
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DE
[illegible] 108
3-21-53

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved E C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 112 — Week Ending March 28, 1953
WEEKLY REPORT SUMMARY No. 113 — Period " March 31, 1953

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Divn Engr Report No. 109 ~~Daily~~ or Week Ending Mar 28 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Walking to Report

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

De
weekly 109
3-28-53

Correct J E Thomas
Title-S. P. Co

Approved C C Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Div'n Engrs Report No. 110 ~~Daily~~ or Week Ending Mar 31 1953

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									Total Labor		

Nothing to Report

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Weekly 110
3-31-53

Correct J C Thomas Engr. Engr
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 84
Supplement No. 1

Period Ending October 4, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
					$	$	$
1	(6) Construct two crossings						
2	Light and Running Repairs						6.21
3	8 Outfit cars	B&B #30	Hrs.	64	0.097		
4	Depreciation						1.92
5	8 Outfit cars	B&B #30	Days	8	0.24		
6	Material						
7	As Charged						3.30Cr
8	A- Ship spikes 1/2 x 10"		Each	110	.03		.17Cr
9	Handling Cost			$3.30	5.00 %		
10	Freight	Tons	Miles	Ton Miles			.44Cr
11	A-Ogden,Utah to job	.04	1101.3	44.05	.01 TM		
12	Should Be						None
13	Total (6) Construct two crossings and						4.22
14	Total Weekly Report Summary No. 84, Supplement No. 1						

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bunker Hill - Delmas G.M.O. No 50793

Gang B&B 30 Report No. 1 ~~Daily or~~ Week Ending Oct 3 1952

Supplement

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Equipment									
Cars									
SPMW 1705	1 day								
2588									
2729									
2775									
2952									
3890									
698									
2991									
Credit									
Material									
Ship Spike									
1/2"x1/2"x10"	Ea	.03							330

Credit Total Material 330

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Const 2 Xings

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

B&B 30
Weekly 1
Oct 3 '52

Correct J E Flowers Engr [illegible]
Title-S. P. Co.

Approved C Hall
Res. Engr. State Highway Dept.

F-52-500

L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

9512

February 6, 1953

IN REPLY PLEASE REFER TO
File: 911/323
G.M.O. 50793

A GARDNER

SUBJECT: Highway Construction Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

* Attached you will find three copies of Weekly Report Summaries Nos. 95 to 99 inclusive, and Supplement No. 1 to Weekly Report Summaries Nos. 73 and 77. One copy is supported by duplicates of daily and weekly field reports on Form No. L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit 88315 dated December 21, 1951.

Very truly yours,

E. E. Mayo
f C R Tinkler

* Encls.

RECEIVED
FEB 9 1953
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
FEB 9 1953
OFFICE OF
STATE HIGHWAY ENGINEER

UTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.95 — Period Ending December 6, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (385.00/176)	Hours	24	2.1875	52.50	
3	Vacation Allowance		$52.50	3.00 c	1.58	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		54.08	6.25 c	3.38	
6	Workmen's Compensation Insurance		54.08	3.00 c	1.62	
7	Public Liability and					
8	Property Damage Insurance		54.08	1.00 c	.54	59.62
9	Personal Expenses					
10	J.E. Thomas, Inspector	Meals	5		5.50	
11	" " "	Lodging	1		3.50	9.00
12	Light and Running Repairs					
13	Motor Car Div. Engr.	Hours	8	0.07		0.56
14	Depreciation					
15	Motor Car Div. Engr.	Day	1	0.18		0.18
16	Supplies					
17	Gasoline	Gals.	1	0.16	.16	
18	Oil	"	1/16	0.49	.03	0.19
19	Handling Cost Supplies		$0.19	5.00 c		0.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 95					69.56

SOUTHERN PACIFIC COMPANY L-7702

OR W[illegible] REPORT OF LABOR AN[illegible]ERIAL USED

way Construction Location Bunker Hill - Delmar G.M.O. No. 50795

Gang Div Engrs Report No. 92 [illegible] or Week Ending Dec 6 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J Thomas			0* 385 21							
Engr Insp									24	21875	

Total Labor 24 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	2								1.75
Lunch	2								2 10
Dinner	1								1 65
Hotel	1								3 50
Motor Car SPMW 3273									
mileage	[illegible]8								
gas gal	1								
oil pt	1/2								

Total Material 9 00

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection & Report
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Ds
Weekly 92
Dec 6 52

Correct J Thomas Engr Insp
Title-S. P. Co.

Approved C E Gall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

OR WEEKLY REPORT OF LABOR AND MATERIAL USED

way Const Location Bunker Hill-[illegible] G.M.O. No. 50793

Gang Div Engr Report No. 99 Daily ~~or Weekly~~ Dec 3 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
J E Thomas D 385											
Engr Insp									8	2.1875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	1	85							
Lunch	1	110							
Dinner	1	165							
Hotel	1	350							
Motor Car SPMW	8273								
Mileage	28								
Gas gal	1								
Oil pt	–								

Total Material 710

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A
B Inspection
C
D
E
F

* Note: Also report locomotive and automobile miles.

DE
Daily 99
Dec. 3, 52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

OR WEEKLY REPORT OF LABOR AND MA RIAL USED

Highway Construction Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Divn Engrs Report No. 100 Daily ~~or Week Ending~~ Dec 4 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J.E. Thomas @ 1385^{00}										
Engr Insp									8	2.1875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkft	1	90							
Dinner	1	100							

Total Material 1^{90}

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

D6
Daily # 100
Dec. 4, 52

SOUTHERN PACIFIC COMPANY

L-7702

Y OR W REPORT OF LABOR AN ERIAL USED

Hway Const Locati Bunker Hill-Delmar G.M.O. No. 50793

Gang Divn Engrs Report No. 101 Daily ~~or Week Ending~~ Dec 5 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J. E. Thomas (D) $385.00									
Engr Insp									8	2.1875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Reports
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DE
Daily #101
Dec. 5, 1952

Correct J. E. Thomas Engr Insp
Title-S. P. Co.

Approved E. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.96 Week Ending December 13, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Insp. (385.00/176)	Hours	16	2.1875	35.00	
3	Vacation Allowance		$35.00	3.00 c	1.05	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		36.05	6.25 c	2.25	
6	Workmen's Compensation Insurance		36.05	3.00 c	1.08	
7	Public Liability and					
8	Property Damage Insurance		36.05	1.00 c	.36	39.74
9	Personal Expenses					
10	J.E. Thomas, Inspector	Meals	5		5.45	
11	" " "	Lodging	1		3.50	8.95
12	Light and Running Repairs					
13	Motor Car Div. Engr.	Hours	8	0.07		0.56
14	Depreciation					
15	Motor Car Div. Engr.	Day	1	0.18		0.18
16	Supplies					
17	Gasoline	Gals.	1	0.16	.16	
18	Oil	"	1/16	0.49	.03	0.19
19	Handling Cost Supplies		$0.19	5.00 c		0.01
20	Total (1) Engineering and Inspection					49.63
21	(4) Accounting-(Cost of Billing)					
22	Engr. Accountant (405.00/176)	Hours	6	2.3011	13.81	
23	Vacation Allowance		$13.81	3.00 c	.41	
24	Railroad Retirement and					
25	Unemployment Compensation Taxes		14.22	6.25 c	.89	
26	Workmen's Compensation Insurance		14.22	3.00 c	.43	
27	Public Liability and					
28	Property Damage Insurance		14.22	1.00 c	.14	15.68
29	Total (4) Accounting-(Cost of Billing)					15.68
30	Total Weekly Report Summary No. 96					65.31

SOUTHERN PACIFIC COMPANY

L-7702

OR WEEKLY REPORT OF LABOR AND MATERIAL USED

way Coast Location Bunker Hill Helena M.O. No. 50793

Gang Dvsn Engr Report No. 93 ~~Daily~~ or Week Ending Dec 13 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas				D*	325.00					
Engr Insp									16	2.1875	

Total Labor 16hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	2								170
Lunch	2								210
Dinner	1								165
Hotel	1								550
Motor Car SPMW 3272									
Mileage	28								
Gas Gal	1								
Oil Qt	1/2								

Total Material 8 95

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A
B Inspection
C
D
E
F

* Note: Also report locomotive and automobile miles.

D*
weekly 93
Dec 13 52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

OR WEEKLY REPORT OF LABOR AND MATERIAL USED

way Const Location Bunker Hill - Delmar M.O. No. 50793

g Divn Engr Report No. 102 Daily ~~or Week Ending~~ Dec 11 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas			Pr 385 00							
Engr Insp									8	2.1825	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	1	90							
Lunch	1	100							
Dinner	1	165							
Hotel	1	350							
Motor Car SPMW 3278									
mile	28								
Gas gal	1								
Oil pt	1/2								

Total Material 7 05

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	
B	Inspection
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DE
Daily 102
Dec 11 52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

OR WEEKLY REPORT OF LABOR AND MA RIAL USED

way Construction Location Bunker Hill - Delmar G.M.O. No 50793

ang Dion Engr Report No. 103 Daily ~~or Week Ending~~ Dec 12 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J Thomas @ $385.00										
Sup Engr									8	21875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	1	80							
Lunch	1	110							

Total Material 190

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Dz
Daily 103
Dec 12 52

Correct J Thomas Sup Engr Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

.KL M.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.97 Week Ending December 20,1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Inspector (385.00/176)	Hours	24	2.1875	52.50	
3	Vacation Allowance		$52.50	3.00 c	1.58	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		54.08	6.25 c	3.38	
6	Workmen's Compensation Insurance		54.08	3.00 c	1.62	
7	Public Liability and					
8	Property Damage Insurance		54.08	1.00 c	.54	59.62
9	Personal Expenses					
10	J.E. Thomas, Inspector	Meals	5		6.30	
11	" " "	Lodging	2		7.00	13.30
12	Light and Running Repairs					
13	Motor Car Div.Engr.	Hours	8	0.07		0.56
14	Depreciation					
15	Motor Car Div.Engr.	Day	1	0.18		0.18
16	Supplies					
17	Gasoline	Gals.	1	0.16	.16	
18	Oil	"	1/16	0.49	.03	0.19
19	Handling Cost Supplies		$0.19	5.00 c		0.01
20	Total (1) Engineering and Inspection and					
21	Total Weekly Report Summary No. 97					73.86

SOUTHERN PACIFIC COMPANY L-7702

OR WEEKLY REPORT OF LABOR AND MA RIAL USED

Highway Construction Locatio Bunker Hill - [illegible] G.M.O. No. 50792

ang Div. Engr. Report No. 94 ~~Daily~~ Week Ending Dec 20 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J.E. Thomas @ $325-00										
Engr Insp									24	2,1875	

Total Labor 24 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	1								95
Lunch	2								210
Dinner	2								325
Hotel	2								700
Motorcar SPMW 3272									
Mileage	28								
Gas	1 gal								
Oil	½ pt								

Total Material 13 30

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection Reports
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct J.E. Thomas — Engr Insp Title—S. P. Co.

Approved C C Gall

Res. Engr. State Highway Dept.

DE weekly 94 Dec 20 52

SOUTHERN PACIFIC COMPANY L-7702

OR WEEKLY REPORT OF LABOR AND MATERIAL USED

way Const Location Bunker Hill - Delmar G.M.O. No. 50795

ng Divn Engr Report No. 104 Daily or ~~Week Ending~~ Dec 15 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J. E. Thomas @ $383.00										
Engr Insp									8	2.1875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B Report
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

DE
Daily 104
Dec. 15, 52

Correct J. E. Thomas Engr Insp
Title S. P. Co.

Approved C. C. Gill
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

OR WEEKLY REPORT OF LABOR AND MA RIAL USED

way Const Location Bunker Hill - Olmos G.M.O. No. 50793

ng Divn Engr Report No. 105 Daily ~~or Week Ending~~ Dec 16 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J E Thomas			@ 1	385.00					
Engr Insp									8	2.1875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Lunch	1	1.00							
Dinner	1	1.65							
Hotel	1	3.50							

Total Material 6.15

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A
B Inspection of Report
C
D
E
F

* Note: Also report locomotive and automobile miles.

D.R.
Daily 105
Dec 16 52

Correct J E Thomas Engr Insp Title-S. P. Co.

Approved E C Hall Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

OR WEEKLY REPORT OF LABOR AND MA RIAL USED

way Const Location Bunker Hill - Delmar G.M.O. No. 50793

ang Divn Engr Report No. 106 Daily ~~or Week Ending~~ Dec 17 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas				@	$385.00					
Engr Insp									8	21875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkft	1								95
Lunch	1								110
Dinner	1								160
Hotel	1								350
Motor Car SPMW 3278									
Mile	28								
Gas	1 gal								
Oil	1/2 pt								

Total Material 7.15

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct J E Thomas - Engr Insp
Title-S. P. Co.

Approved E C Gale
Res. Engr. State Highway Dept.

Dl
Daily 106
Dec, 17, 1952

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.98 — Week Ending December 27,1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Engineering and Inspection					
2	Engr. Inspector (385.00/176)	Hours	8	2.1875	17.50	
3	Vacation Allowance		$17.50	3.00 c	.53	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.03	6.25 c	1.13	
6	Workmen's Compensation Insurance		18.03	3.00 c	.54	
7	Public Liability and					
8	Property Damage Insurance		18.03	1.00 c	.18	19.88
	Total (1) Engineering and Inspection and					
9	Total Weekly Report Summary No. 98					19.88

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.98

Week Ending December 27,1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) Engineering and Inspection					
2	Engr. Inspector (385.00/176)	Hours	8	2.1875	17.50	
3	Vacation Allowance		$17.50	3.00 c	.53	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.03	6.25 c	1.13	
6	Workmen's Compensation Insurance		18.03	3.00 c	.54	
7	Public Liability and					
8	Property Damage Insurance		18.03	1.00 c	.18	19.88
	Total (1) Engineering and Inspection and					
9	Total Weekly Report Summary No. 98					19.88

SOUTHERN PACIFIC COMPANY L-7702

OR WEEKLY REPORT OF LABOR AND MATERIAL USED

way Const Location Bunker Hill-Wilmer G.M.O. No. 50795

ng Div'n Eng. Report No. 107 Daily ~~or Week Ending~~ Dec 24 1952
Report 95 week Ending Dec 20 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.G. Thomas @ $525.00									
Engr Insp									8	2.1875	

Total Labor 8 Hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B Reports
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Dec
Daily 107 weekly 95
Dec 24 52

Correct J.G. Thomas Engr Insp
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.99 — Period Ending December 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Engineering and Inspection					
2	Engr. Inspector (385.00/176)	Hours	8	2.1875	17.50	
3	Vacation Allowance		$17.50	3.00 c	.53	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.03	6.25 c	1.13	
6	Workmen's Compensation Insurance		18.03	3.00 c	.54	
7	Public Liability and					
8	Property Damage Insurance		18.03	1.00 c	.18	19.88
9	Personal Expenses					
10	J.E. Thomas - Inspector	Meals	2		2.85	
11	" " "	Lodging	1		3.50	6.35
12	Total (1) Engineering and Inspection and					
13	Total Weekly Report Summary No. 99					26.23

SOUTHERN PACIFIC COMPANY L-7702

Y OR WEEK REPORT OF LABOR AND M RIAL USED

way Const Location Bunker Hill-Delmas G.M.O. No. 50793

Gang Div Engrs Report No. 108 Daily ~~or Week Ending~~ Dec 29 1952

Report No 96 Week Ending Dec 31 52

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas @ $385.00										
Engr Insp									8	2.1875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Lunch	1	1.10							
Dinner	1	1.75							
Hotel	1	3.50							

Total Material 6.35

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Of
Daily 108 Wkly 96
Dec 29 5-2
Dec 30

Correct J E Thomas Title-S. P. Co.

Approved C C Dale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.73
Supplement No.1

Period Ending August 2, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$
(2) Flagging and Watching					
AS CHARGED					
Laborers (Overtime) Sec. 143	Hours	11-1/2	2.219	25.52Cr	
Vacation Allowance		-		None	
Railroad Retirement and Unemployment Compensation Taxes		$25.52	6.25 c	1.60Cr	
Workmen's Compensation Insurance		25.52	3.00 c	.77Cr	
Public Liability and Property Damage Insurance		25.52	1.00 c	.26Cr	28.15Cr.
SHOULD BE					
Laborers (Overtime) Sec. 143	Hours	20-1/2	2.219	45.49	
Vacation Allowance		-		None	
Railroad Retirement and Unemployment Compensation Taxes		$45.49	6.25 c	2.84	
Workmen's Compensation Insurance		45.49	3.00 c	1.36	
Public Liability and Property Damage Insurance		45.49	1.00 c	.45	50.14
Total (2) Flagging and Watching and Total Weekly Report Summary No. 73, Suppl. No. 1					21.99

SOUTHERN PACIFIC COMPANY L-7702

LY OR WEE REPORT OF LABOR AND TERIAL USED

Hiway Construction Location Bunker Hill-Delmas G.M.O. No. 50793

Gang Section # 143 Report No. 61 Daily or ~~Week Ending~~ 19

Supplement for Aug 2 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor OT									10½	2.219	

Total Labor 10½ hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Note This is a corrected L-7702
See Weekly Report Summary No 73 Suppl. No 1
for Correct charge. [illegible]

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Flagging
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Sec 143
Supplement # 61
Aug 2 1952

Corr J. E. Thomas Eng Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

OUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No.88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO.77
Supplement No.1

Week Ending August 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) Engineering and Inspection					
2	Personal Expenses					
3	AS CHARGED					
4	J.E. Thomas-Inspector	Meals	8		8.40Cr	
5	" " "	Lodging	2		7.00Cr	
6	" " "	Bus	2		7.82Cr	23.22Cr.
7	SHOULD BE					
8	J.E. Thomas-Inspector	Meals	5		5.10	
9	" " "	Lodging	1		3.50	
10	" " "	Bus	2		7.82	16.42
11	Total (1) Engineering and Inspection and					
12	Total Weekly Report Summary No.77, Supplement No.1					6.80Cr.

SOUTHERN PACIFIC COMPANY

L-7702

ILY OR WEE REPORT OF LABOR AND TERIAL USED

hway Construction Location Bunker Hill Delmas G.M.O. No. 50793

Gang [illegible] Engr Report No. 58 Supliment Daily ~~or Week Ending~~ Aug 28 1952

Supplement 77 Week Ending Aug 31 52

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J C Thomas @ $385.00										
Engr Insp									8	2296	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Buss	1	5.29							
Bkfst	1	.85							
Dinner	1	.95							

Total Material 7.09

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B Inspection
C
D
E
F

OE * Note: Also report locomotive and automobile miles.

Daily 58
Wkly 77 Supplement
Aug 31

Correct J C Thomas Engr Insp
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

ILY OR WEE REPORT OF LABOR AND ERIAL USED

eway Construction Location Bunker Hill - Delmar G.M.O. No. 20793

Gang Div. Engr Report No. 59 ~~Supplement~~ Daily ~~or Week Ending~~ Aug 29 1952

Supplement 77 week Ending Aug 31 52

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
No Charge											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Do
Daily 59
Weekly 77
Aug 31, 52

Correct J. K. Thomas Engr Insp

Title-S. P. Co.

Approved C. C. Gale

Res. Engr. State Highway Dept.

1-52-300

L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

IN REPLY PLEASE REFER TO
File:911/323
GMO. 50793

November 17, 1952

SUBJECT: Highway Construction Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

* Attached you will find three copies of Weekly Report Summaries Nos. 73 to 83 inclusive. One copy is supported by duplicates of daily and weekly field reports on Form No. L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit 88315 dated December 21, 1951.

Very truly yours,

E. E. Mayo

* Encls.

RECEIVED
NOV 19 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 81 — Week Ending September 20, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION					
2	Engr. Inspector 385.00/168 hrs.	Hours	32	2.2917	73.33	
3	Vacation Allowance		$73.33	3.00c	2.20	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		75.53	6.25c	4.72	
6	Workmen's Compensation Insurance		75.53	3.00c	2.27	
7	Public Liability and					
8	Property Damage Insurance		75.53	1.00c	.76	83.28
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	10		11.55	
11	" "	Lodging	3		10.50	22.05
12	Total (1) Engineering and Inspection					105.33
13	(5) REPAIR TO DAMAGED TRACK					
14	Foreman 295.66/168 hrs. Sect. 143	Hours	4	1.7599	7.04	
15	Laborers " "	"	20	1.479	29.58	
16					36.62	
17	Vacation Allowance		$36.62	3.00c	1.10	
18	Railroad Retirement and					
19	Unemployment Compensation Taxes		37.72	6.25c	2.36	
20	Workmen's Compensation Insurance		37.72	3.00c	1.13	
21	Public Liability and					
22	Property Damage Insurance		37.72	1.00c	.38	41.59
23	Light and Running Repairs					
24	Motor Car Sect. 143	Hours	4	0.07		.28
25	Depreciation					
26	Motor Car Sect. 143	Days	1	0.18		.18
27	Supplies					
28	Gasoline	Gals.	1	0.16	.16	
29	Oil	"	1/16	0.49	.03	.19
30	Handling Cost Supplies		.19	5.00c		.01
31	Total (5) Repair to damaged track					42.25
32	Total Weekly Report Summary No. 81					147.58

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WE LY REPORT OF LABOR AND MA ERIAL USED

Project Hway Construction Location Bunker Hill-Helmer G.M.O. No. 50793

Gang Dion Engrs Report No. 80 ~~Daily or~~ Week Ending Sept 20 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J.E. Thomas @ 385.00								
Engr Insp									32	22916	

Total Labor 32 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkfst	3								2 65
Lunch	4								4 10
Dinner	3								4 80
Hotel	3								10 50

Total Material 22.05

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection & Report
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

DC
weekly 80
Sept 20-52

Correct J.E. Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bankettes - Delmar G.M.O. No 50793

Gang Divn Engrs Report No. 67 Daily ~~or Week Ending~~ Sept 16 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J B Thomas @ 385.00								
Engr Insp									8	22916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Lunch	1	1.00							
Dinner	1	1.65							
Hotel	1	3.50							

Total Material 6.15

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A
B Reports & Inspection
C
D
E
F

* Note: Also report locomotive and automobile miles.

D=
Daily 67
Sept 16 52

Correct J B Thomas Engr Insp
Title-S. P. Co.

Approved C C Gillis
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar M.O. No. 50793

Gang Dvn Engrs Report No. 68 Daily ~~or Week Ending~~ Sept 17 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.G. Thomas @ 385.00									
~~Div~~											
Engr Insp									8	2.2916	

Total Labor 8 hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkft	1	.90							
Lunch	1	1.00							
Dinner	1	1.55							
Hotel	1	3.50							

Total Material 6.95

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B Inspection
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct J.G. Thomas Engr Insp

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

DE
Daily 68
Sept 17 - 52

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmas G.M.O. No. 50792

Gang Div Engr Report No. 69 Daily ~~or Week Ending~~ Sept 18 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.E. Thomas			@	385.00					
Engr Insp									8	22916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkft	1	85							
Lunch	1	110							
Dinner	1	160							
Hotel	1	350							

Total Material 7.05

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

D.E.
Daily 69
Sept 18-52

Correct J.E. Thomas Engr Insp
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bunker Hill-Helmer G.M.O. No. 50793

Gang Dixon Engr Report No. 70 Daily ~~or Week Ending~~ Sept 19 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas @ 385.00										
Engr Insp									8	22916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkft	1	90							
Lunch	1	100							

Total Material 1.90

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

D6
Daily 70
Sept 19, 52

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WE LY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 80 Daily or ~~Week Ending~~ Sept 17 1952

24 week Ending Sept 20 52

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman									4	1.75	
Labor									20	1.479	

Total Labor 24 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Motor Car									
Frame 4741									
Mi	14								
Gas Gal	1								
Oil Qt	1/4								

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Repair track

B damage caused by Hway

C embankment

D

E

F

* Note: Also report locomotive and automobile miles.

Sec 143
Weekly 24
Sept 20 52

Correct Engr Dvy

Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 82 — **Week Ending September 27, 1952**

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
(1) ENGINEERING AND INSPECTION					
Engr. Inspector 385.00/168 hrs.	Hours	32	2.2917	73.33	
Vacation Allowance		$73.33	3.00c	2.20	
Railroad Retirement and Unemployment Compensation Taxes		75.53	6.25c	4.72	
Workmen's Compensation Insurance		75.53	3.00c	2.27	
Public Liability and Property Damage Insurance		75.53	1.00c	.76	83.28
Personal Expenses					
J.E. Thomas Inspector	Meals	10		11.00	
" "	Lodging	3		10.50	21.50
Light and Running Repairs					
Motor Car Div. Engr.	Hours	8	0.07		.56
Depreciation					
Motor Car Div. Engr.	Day	1	0.18		.18
Supplies					
Gasoline	Gals.	1	0.16	.16	
Oil	"	1/32	0.49	.02	.18
Handling Cost Supplies		.18	5.00c		.01
Total (1) Engineering and Inspection					105.71
(5) REPAIR TO DAMAGED TRACK					
Foreman 295.66/168 hrs. Sect. 143	Hours	4	1.7599	7.04	
Laborers " "	"	20	1.479	29.58	
				36.62	
Vacation Allowance		$36.62	3.00c	1.10	
Railroad Retirement and Unemployment Compensation Taxes		37.72	6.25c	2.36	
Workmen's Compensation Insurance		37.72	3.00c	1.13	
Public Liability and Property Damage Insurance		37.72	1.00c	.38	41.59

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 82 — Week Ending September 27, 1952

	Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	Light and Running Repairs						
2	Motor Car	Sect. 143	Hours	4	0.07		.28
3	Depreciation						
4	Motor Car	Sect. 143	Days	1	0.18		.18
5	Supplies						
6	Gasoline		Gals.	1	0.16	.16	
7	Oil		"	1/16	0.49	.03	.19
8	Handling Cost Supplies			.19	5.00c		.01
9	Total (5) Repair to damaged track						42.25
10	Total Weekly Report Summary No. 81						147.96

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Subway Construction Location Sunderland Ave. - Dibuque G.M.O. No 50799

Gang Divn Engs Report No. 81 ~~Daily or~~ Week Ending Sept 27 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.E. Thomas									
Engr Insp									32	2,2916	

Total Labor 32 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkfst	3	$							2 60
Lunch	4								3 70
Dinner	3								4 70
Hotel	3								10 50
Motor Car mi	14								
SpMW 3273									
Gas	1 gal								
Oil	1/2 pt								

Total Material 21 50

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B Inspection & Reports
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct J.E. Thomas Engr Insp
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

De
Weekly 81
Sept 27 - 52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill. Dilmar G.M.O. No. 50793

Gang Divn Engrs Report No. 71 ~~Daily or Weekly~~ Ending Sept 23 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J E Thomas @ 385.00								
Engr Insp									8	22916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Lunch	1	90							
Dinner	1	160							
Hotel	1	350							

Total Material 6.00

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	
B	Inspection & Reports
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DE
Daily 71
Sept 23-52

Correct J E Thomas Engr Insp
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WE LY REPORT OF LABOR AND MATERIAL USED

Project Fwy Const Location Bunker Hill - Delmar G.M.O. No. 30798

Gang Divn Engrs Report No. 72 Daily ~~or Week Ending~~ Sept 24 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J Thomas @385⁰⁰								
Engr Insp									8	2.2916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expense									
Bkfst	1	80							
Lunch	1	100							
Dinner	1	150							
Hotel	1	350							

Total Material 6.80

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

DE
Daily 72
Sept 24-52

Correct J Thomas Engr Insp
Title-S. P. Co.

Approved O C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Helmet G.M.O. No. 50793

Gang Division Engrs Report No. 73 Daily ~~or Week Ending~~ Sept 25 19 52

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.E. Thomas @ 385.00									
Engr Insp									8	2.2916	

Total Labor 8 hr

Class of Material	Unit	Price	A	B	C	D	E	F	Amount
Personal Expense									
Bkfst	1	80							
Lunch	1	90							
Dinner	1	160							
Hotel	1	350							
Motor Car									
SPMW 3273									
Gas Gal	1								
Oil Pt	1/4								

Total Material 6.80

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Do
Daily 73
Sept 25 52

Correct J.E. Thomas Engr Insp [illegible]-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bunker Hill-Weyer G.M.O. No. 50792

Gang Div Engr Report No. 74 Daily ~~or Week Ending~~ Sept 26 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J Thomas				@ 355 92					
Engr Insp									8	2,2916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Exp									
Bkfst	1	1.00							
Lunch	1	90							

Total Material 1,90

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct J Thomas Engr Insp
Title-S. P. Co.

Approved C L Doll
Res. Engr. State Highway Dept.

JD
Daily 74
Sept 26-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Wilmar G.M.O. No. 50793

Gang Section #143 Report No. 81 Daily ~~or Week Ending~~ Sept 25 1952

25 Week Ending Sept 27 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Foreman								4	1.78	
Labor								20	1.479	

Total Labor 24 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Motor Car									
SPMW 4741	14 mi								
Gas	1 gal								
Oil	1/4 qt								

Total Material ____

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Repair Track

B Damage by Hiway Encroachment

C

D

E

F

* Note: Also report locomotive and automobile miles.

Sec 143
Weekly 23
Sept 27 52

Correct J E Thomas Engr Dvg

Title S. P. Co.

Approved ____

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill, to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 83 — Period Ending September 30, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
(1) ENGINEERING AND INSPECTION					
Engr. Inspector 385.00/168 hrs.	Hours	8	2.2917	18.33	
Vacation Allowance		$18.33	3.00c	.55	
Railroad Retirement and Unemployment Compensation Taxes		18.88	6.25c	1.18	
Workmen's Compensation Insurance		18.88	3.00c	.57	
Public Liability and Property Damage Insurance		18.88	1.00c	.19	20.82
Personal Expenses					
J.E. Thomas Inspector	Meals	2		2.40	
" "	Lodging	1		3.50	5.90
Total (1) Engineering and Inspection and total weekly report summary no. 83					26.72

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill-Delmar G.M.O. No. 50792

Gang Div. Engr Report No. 75 Daily ~~or Week Ending~~ Sept 30 1952

82 week Ending Sept 30 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J E Thomas Engr Insp @ 385.00									
Engr Insp									8	22916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Exp									
Lunch	1	90							90
Dinner	1	150							150
Hotel	1	350							350

Total Material 590

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection & Report
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

weekly 82
Sept 30-52

Correct J E Thomas Engr Insp
Title S. P. Co.

Approved C. C. Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 80 — Week Ending September 13, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION					
2	Engr. Inspector 385.00/168 hrs.	Hours	32	2.2917	73.33	
3	Vacation Allowance		$73.33	3.00c	2.20	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		75.53	6.25c	4.72	
6	Workmen's Compensation Insurance		75.53	3.00c	2.27	
7	Public Liability and					
8	Property Damage Insurance		75.53	1.00c	.76	83.28
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	10		11.35	
11	" "	Lodging	3		10.50	21.85
12	Total (1) Engineering and Inspection					105.13
13	(5) REPAIR TO DAMAGED TRACK					
14	Foreman 295.66/168 hrs. Sect. 143	Hours	8	1.7599	14.08	
15	Laborers "	"	32	1.479	47.33	
16					61.41	
17	Vacation Allowance		$61.41	3.00c	1.84	
18	Railroad Retirement and					
19	Unemployment Compensation Taxes		63.25	6.25c	3.95	
20	Workmen's Compensation Insurance		63.25	3.00c	1.90	
21	Public Liability and					
22	Property Damage Insurance		63.25	1.00c	.63	69.73
23	Light and Running Repairs					
24	Motor Car Sect. 143	Hours	8	0.07		.56
25	Depreciation					
26	Motor Car Sect. 143	Days	1	0.18		.18
27	Supplies					
28	Gasoline	Gals.	1	0.16	.16	
29	Oil	"	1/16	0.49	.03	.19
30	Handling Cost Supplies		.19	5.00c		.01
31	Total (5) Repair to damaged track					70.67
32	Total Weekly Report Summary No. 80					175.80

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No 50793

Gang Dvn Engineers Report No. 79 ~~Daily~~ Week Ending Sept 13 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
				J E Thomas				@	385.00		
Engr Insp									32	22916	

Total Labor 32 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkfst	2								2.50
Lunch	4								4.10
Dinner	3								4.75
Hotel	2								10.50

Total Material 21.85

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A
B Inspection
C
D
E
F

* Note: Also report locomotive and automobile miles.

Dt
Weekly 79
Sept 13 52

Correct J E Thomas Engr Insp
Title S. P. Co

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmas G.M.O. No 50793

Gang Div Engrs Report No. 63 Daily ~~or Week Ending~~ Sept 8 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J E Thomas		@ 385⁰⁰						
Engr Insp									8	22916	

Total Labor 8 hr

Class of Material	Unit	Price	A	B	C	D	E	F	Amount
Personal Expense									
Lunch	1	1.00							
Dinner	1	150							
Hotel	1	350							

Total Material 6.00

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DE
Daily 63
Sept, 8, 52

Correct J E Thomas Engr Insp
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50798

Gang Divn Engr Report No. 64 Daily ~~or Week Ending~~ Sept 9 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J B Thomas			@ 385 00					
Engr Insp									8	2.2916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkfst	80								
Lunch	110								
Dinner	165								
Hotel	350								

Total Material 7 05

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

DS
Daily # 64
Sept. 9, 52

Correct J B Thomas Engr Insp
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engr Report No. 65 Daily or Week Ending Sept 10 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J E Thomas @ 385^{00}								
Engr Insp									8	22916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkft	1	80							
Lunch	1	100							
Dinner	1	160							
Hotel	1	350							

Total Material 6.90

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

DS
Daily 65
Sept. 10 52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Hale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Wilmar M.O. No. 50793

Gang Div'n Engrs Report No. 66 Daily ~~or Week Ending~~ Sept 11 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J E Koonce @ 335 00									
Engr Insp									8	33916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Exp									
Bkft	1	90							
Lunch	1	100							

Total Material 1.90

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	
B	Inspection
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct J E Koonce Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

DO
Daily 66
Sept 11. 52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Sec 143 Report No. 79 Daily ~~Weekly Ending~~ Sept 10 1952

23 Week Ending Sept 13 52

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman ST									8	1.75	
Labor ST ~~SE~~									32	1.479	

Total Labor 40 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Motor Car SPMW 4	774	1							
	10 M,								
Gas	1 gal								
Oil	1/2 pt								

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Repair track damaged by

C water seepage from

D Hiway embankment

E

F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 79
weekly 23
Sept 10 52

Correct J. E. Thomas Engr. Insp.
Title S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 77 — Week Ending August 30, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1)ENGINEERING AND INSPECTION					
2	Engineer Inspector (385.00/168)	Hours	27-1/2	2.2917	63.02	
3	Vacation Allowance		$ 63.02	3.00c	1.89	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		64.91	6.25c	4.06	
6	Workmen's Compensation Insurance		64.91	3.00c	1.95	
7	Public Liability and					
8	Property Damage Insurance		64.91	1.00c	.65	71.57
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	8		8.40	
11	" " "	Lodging	2		7.00	
12	" " "	Bus	2		7.82	23.22
13	Light and Running Repairs					
14	Motor Car Div. Engr.	Hours	16	0.07		1.12
15	Depreciation					
16	Motor Car Div. Engr.	Days	2	0.18		.36
17	Supplies					
18	Gasoline	Gals.	2	0.16	.32	
19	Oil	"	1/16	0.49	.03	.35
20	Handling Cost Supplies		.35	5.00c		.02
21	Total (1) Engineering and Inspection					96.64
22	(2) FLAGGING AND WATCHING					
23	Laborers (Overtime) Sec.143	Hours	9	2.219	19.97	
24	Vacation Allowance		-		-	
25	Railroad Retirement and					
26	Unemployment Compensation Taxes		$19.97	6.25c	1.25	
27	Workmen's Compensation Insurance		19.97	3.00c	.60	
28	Public Liability and					
29	Property Damage Insurance		19.97	1.00c	.20	22.02
30	Total (2) Flagging and Watching					22.02
31	Total Weekly Report Summary No. 77					118.66

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Div. Engineers Report No. 77 ~~Daily or~~ Week Ending Aug 30 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.H. Thomas @ 385.20									
Engr Insp									27½	2.2916	

Total Labor 27½

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkfst	3								2.45
Lunch	3								2.95
Dinner	2								3.00
Hotel	2								7.00
Bus	2								7.82
Motor Car #3278									
mi	56								
gas gal	2								
Oil pt	½								

Total Material 23.22

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection & Report

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct J.H. Thomas Engr Insp

Title S. P. Co.

Approved C.C. Gale

Res. Engr. State Highway Dept.

DF
Weekly 77
Aug 30 52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Division Engr Report No. 56 Daily or ~~Week Ending~~ Aug 25 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J Alcorn			@385.90						
Engr Insp									3½	22916	

Total Labor 3½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Report
B	
C	
D	
E	
F	

*Note: Also report locomotive and automobile miles.

D8
Daily 56
Aug 25 52

Correct J Alcorn Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div. Engineers Report No. 57 Daily ~~or Week Ending~~ Aug 27 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J E Thomas @385^{00}									
Engr Insp									8	22916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expense									
Buss	1	2.53							
Bkft	1	80							
Lunch	1	100							
Dinner	1	150							
Hotel	1	350							
Motor Car									
MW 3273									
Mi	28								
gas gal	1								
Oil pt	1/4								

Total Material 9.33

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Insp
for S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

DE
Daily 57
Aug 27 52

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill Delmar G.M.O. No 50793

Gang Div Engr Report No. 58 Daily or ~~Week Ending~~ Aug 28 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J Thomas				@	385.00				
Insp Engr									8	2.2716	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkfst	1	80							
Lunch	1	100							
Dinner	1	150							
Hotel	1	350							
Motor Car									
MW 3273									
Mi	28								
Gas Gal	1								
Oil Pt	1/4								

Total Material 6.80

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Dc
Daily 58
Aug 28 52

Correct J Thomas Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bunker Hill-Delmar G.M.O. No 50793

Gang Div. Engr Report No. 58 Daily or ~~Week Ending~~ Aug 28 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J. Thomas				@	385.00				
Insp. Engr									8	2.2916	

Total Labor 8 hr

Class of Material	Unit	Price	A	B	C	D	E	F	Amount
Personal Expense									
Bkfst	1	80							
Lunch	1	100							
Dinner	1	150							
Hotel	1	350							
Motor Car									
MW 3273									
Mi	28								
Gas Gal	1								
Oil Pt	1/4								

Total Material 6.80

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct J. Thomas Engr Insp

Title S. P. Co.

Approved C. C. Gall

Res. Engr. State Highway Dept.

Dc
Daily 58
Aug 28 52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div. Engrs Report No. 59 Daily ~~or Week Ending~~ Aug 29 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J A Thomas @				385.20				
Engr Insp									8	2.2916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Room	1	5.29							
Bkfst	1	.85							
Lunch	1	.95							

Total Material 7.09

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	
B	Inspection
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DE
Daily 59
Aug 29 52

Correct J A Thomas Engr Insp
Title-S. P. Co.

Approved C C Ball
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 78 Daily ~~or Week Ending~~ Aug 30 19 52

✓ 22 Week Ending Aug 30 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor OT									9	2219	

Total Labor 9 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
weekly # 22
August 30 1952

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 78 — Period Ending August 31, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 79 — Period Ending September 6, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION					
2	Engr. Inspector 385.00/168 hrs.	Hours	24	2.2917	55.00	
3	Vacation Allowance		$55.00	3.00c	1.65	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		56.65	6.25c	3.54	
6	Workmen's Compensation Insurance		56.65	3.00c	1.70	
7	Public Liability and					
8	Property Damage Insurance		56.65	1.00c	.57	62.46
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	5		5.15	
11	" "	Lodging	1		3.50	
12	" "	Bus	3		5.76	14.41
13	Total (1) Engineering and Inspection					76.87
14	(4) ACCOUNTING (COST OF BILLING)					
15	Junior Engr. 365.00/168 hrs.		8	2.1726	17.38	
16	Vacation Allowance		$17.38	3.00c	.52	
17	Railroad Retirement and					
18	Unemployment Compensation Taxes		17.90	6.25c	1.12	
19	Workmen's Compensation Insurance		17.90	3.00c	.54	
20	Public Liability and					
21	Property Damage Insurance		17.90	1.00c	.18	19.74
22	Total (4) Accounting (Cost of Billing)					19.74
23	Total Weekly Report Summary No. 79					96.61

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR ~~WEEKLY~~ REPORT OF LABOR ~~AND MATERIAL~~ USED

Project Hiway Construction Location Bunker Hill - Nelson G.M.O. No. 50793

Gang Div Engrs Report No. 78 ~~Daily~~ or Week Ending Sept 6 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J. E. Brown @ 325.00										
Engr Insp									24	22916	

Total Labor 24 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Exp									
Bus	3								5.76
Bkfst	2								175
Lunch	2								190
Dinner	1								150
Hotel	1								350

Total Material 1441

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	Report of Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DL
weekly 78
Sept 6 52

Correct J E Brown Engr Insp
Title-S. P. Co.

Approved C E Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR ~~WEEKLY~~ REPORT OF LABOR AND MATERIAL USED

Project Hwy Construction Location Bunker Hill - Delmar G.M.O. No. 50792

Gang Division Engineer Report No. 60 Daily ~~or Week Ending~~ Sept 2 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J E Thomas			@ $385.00						
Eng Insp									8	2.2916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A
B Reports
C
D
E
F

* Note: Also report locomotive and automobile miles.

DE
Daily 60
Sept 2 52

Correct J E Thomas Eng Insp
Title-S. P. Co

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engrs Report No. 61 Daily ~~or Week Ending~~ Sept 4 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J Johnson @ 385.00								
Engr Insp									8	2.2916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Buss	2	242							
Bkfst	1	85							
Lunch	1	90							
Dinner	1	150							
Hotel	1	350							

Total Material 9.17

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection

C

D

E

F

* Note: Also report locomotive and automobile miles.

DE

Daily 61

Sept. 4, 52

Correct J Johnson Engr Insp

Title-S. P. Co.

Approved C C Gall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunkerhill - Delmar G.M.O. No 50793

Gang Divn Engrs Report No. 62 Daily ~~or Week Ending~~ Sept 5 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J E Thomas @ 385.00									
Engr Insp									8	22.916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Buss	1	334							
Bkfst	1	90							
Dinner	1	100							

Total Material 5.24

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

P E
Daily 62
Sept 5 52

Correct J E Thomas Engr Insp
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

Sheet 1 of 2 sheets

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 76 Week Ending August 23, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING AND INSPECTION					
2	Engr. Insp. (385.00/168)	Hours	28	2.2917	64.17	
3	Vacation Allowance		$64.17	3.00c	1.93	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		66.10	6.25c	4.13	
6	Workmen's Compensation Insurance		66.10	3.00c	1.98	
7	Public Liability and					
8	Property Damage Insurance		66.10	1.00c	.66	72.87
9	Personal Expenses					
10	*J.E. Thomas Inspector	Meals	8		8.95	
11	" " "	Lodging	2		7.00	
12	" " "	Bus	2		7.82	23.77
13	*Note: Amount per daily reports in agreement with voucher issued in payment.					
14	Light and Running Repairs					
15	Motor Car Div. Engr.	Hours	16	0.07		1.12
16	Depreciation					
17	Motor Car Div. Engr.	Days	2	0.18		.36
18	Supplies					
19	Gasoline	Gals	2	0.16	.32	
20	Oil	"	1/16	0.49	.03	.35
21	Handling Cost Supplies		$.35	5.00c		.02
22	Total (1) Engineering and Inspection					98.49
23	(2) FLAGGING AND WATCHING					
24	Laborers Sec.143	Hours	32	1.479	47.33	
25	" Overtime "	"	38-1/2	2.219	85.43	
26					132.76	
27	Vacation Allowance		$47.33	3.00c	1.42	
28	Railroad Retirement and					
29	Unemployment Compensation Taxes		134.18	6.25c	8.39	
30	Workmen's Compensation Insurance		134.18	3.00c	4.03	
31	Public Liability and					
32	Property Damage Insurance		134.18	1.00c	1.34	147.94
33	Total (2) Flagging and Watching					147.94

Sheet 2 of 2 sheets

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

WEEKLY REPORT SUMMARY No. 76

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) ACCOUNTING (Cost of Billing)					
2	Junior Engr. (365.00/168)	Hours	8	2.1726	17.38	
3	Vacation Allowance		$17.38	3.00c	.52	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		17.90	6.25c	1.12	
6	Workmen's Compensation Insurance		17.90	3.00c	.54	
7	Public Liability and					
8	Property Damage Insurance		17.90	1.00c	.18	19.74
9	Total (4) Accounting (Cost of Billing)					19.74
10	Total Weekly Report Summary No. 76					266.17

Sheet 2 of 2 sheets

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

WEEKLY REPORT SUMMARY No. 76

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) ACCOUNTING (Cost of Billing)					
2	Junior Engr. (365.00/168)	Hours	8	2.1726	17.38	
3	Vacation Allowance		$17.38	3.00c	.52	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		17.90	6.25c	1.12	
6	Workmen's Compensation Insurance		17.90	3.00c	.54	
7	Public Liability and					
8	Property Damage Insurance		17.90	1.00c	.18	19.74
9	Total (4) Accounting (Cost of Billing)					19.74
10	Total Weekly Report Summary No. 76					266.17

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Buckey Hill - Delmar G.M.O. No. 50793

Gang Division Engr Report No. 76 ~~Daily~~ Week Ending Aug 23 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.E. Thomas				385.00					
Engr Insp									28	2.2916	

Total Labor 28 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Expense									
Bkfst	3								2.80
Lunch	3								3.05
Dinner	2								3.00
Hotel	2								7.00
Bus	2								7.82
Motor Car 3273									
Mile	52								
Gas	2 gal								
Oil	1/2 PT								

Total Material 23.67

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Inspection & Report

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

We
Weekly 76
Aug 23 52

Correct J.E. Thomas Engr Insp
Title-S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Wilmar G.M.O. No. 50993

Gang Division Eng Report No. 53 Daily ~~or Week Ending~~ Aug 20 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas @ 885 00										
Engr Insp									8	2.576	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense	J E Thomas								
Bus	1	2.53							
B'fst	1	1.00							
Lunch	1	.95							
Dinner	1	1.65							
Hotel	1	550							
Motorcar 3273									
Mile	28								
Gas	1 gal								
Oil	1/4 pt								

Total Material 9.63

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

WS
Daily 53
Aug 20 52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hwy Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Division Eng Report No. 54 Daily ~~or Week Ending~~ Aug 21 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J.G. Thomas @ 385.00										
Eng Insp									8	2.2916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Personal Exp									
Bkfst	1	90							
Lunch	1	110							
Dinner	1	145							
Hotel	1	350							
Motor Car 3273									
Mile	14								
Gas	1 gal								
oil	1/4 Pt								

Total Material 6.95

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Daily 54
Aug 21, 52

Correct J.G. Thomas Eng Insp
Title-S. P. Co.

Approved E. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hwy Const Location [illegible] G.M.O. No. 52793

Gang Division Engrs Report No. 55 Daily ~~or Week Ending~~ August 22 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J E Thomas			@	385.00					
Engr Insp									8	2.2916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Personal Expense									
Bkft	1	90							
Lunch	1	100							
Dinner	1	529							

Total Material 7.19

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Div

Daily 55

Aug 22 52

Corr J E Thomas Engr Insp

Title S. P. Co.

Approved E C Hall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location [illegible] - Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 21 ~~Daily~~ Week Ending Aug 23 19 42

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST	8	8	8	8					32	1.479	
OT	10	5½	10	11½	1½				38½	2.219	

Total Labor 70½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Flagging

C

D

E

F

* Note: Also report locomotive and automobile miles.

Sec 143
Weekly 21
Aug 23

Correct J K Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR ~~WEEKLY~~ REPORT OF LABOR ~~AND MATERIAL~~ USED

Project Hiway Coast Location Bunker Hill - Delmas M.O. No. 50793

Gang Section 143 Report No. 73 Daily or ~~Week Ending~~ Aug 18 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
~~Labor~~ ST									8	1479	
OT									10	2219	

Total Labor 18 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging
						B "
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 73
Aug. 18, 52

Correct J E Thomas Engr
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 74 Daily ~~or Week Ending~~ Aug 19 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									5½	2.219	

Total Labor 13½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work	
						A	Flagging
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 74
Aug. 19, 52

Correct J. E. Thomas Sec Frm
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section #143 Report No. 75 Daily ~~or Week Ending~~ Aug 20 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									10	2219	

Total Labor 18 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Section 143
Daily 75
Aug 20 52

Correct J E Thomas Engr Insp
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Crust Location Bunker Hill. Delmar G.M.O. No. 50793

Gang Sec #143 Report No. 76 Daily ~~or Week Ending~~ Aug 21 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									1 1/2	2.219	

Total Labor 9 1/2 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work	
						A	Flagging
						B	
						C	
						D	
						E	
						F	

Sec 143
Daily 76
Aug 21 52

*Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Dept
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Heway Construction Location Bunker Hill. Delmar G.M.O. No. 50793

Gang Section 143 Report No. 77 Daily ~~or Week Ending~~ Aug 22 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor OT									1½	2719	

Total Labor 1½ hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 77
Aug 22-52

Correct J E Thomas Engr
Title-S. P. Co.

Approved C E Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY Sheet 1 of 2 sheets

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 75 Week Ending August 16, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION					
2	Engr. Insp. (385.00/168)	Hours	28	2.2917	64.17	
3	Vacation Allowance		$64.17	3.00c	1.93	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		66.10	6.25c	4.13	
6	Workmen's Compensation Insurance		66.10	3.00c	1.98	
7	Public Liability and					
8	Property Damage Insurance		66.10	1.00c	.66	72.87
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	8		8.85	
11	" " "	Lodging	2		7.00	
12	" " "	Bus	2		7.82	23.67
13	Light and Running Repairs					
14	Motor Car Div.Engr.	Hours	16	0.07		1.12
15	Depreciation					
16	Motor Car Div. Engr.	Days	2	0.18		.36
17	Supplies					
18	Gasoline	Gals.	2	0.16	.32	
19	Oil	"	1/16	0.49	.03	.35
20	Handling Cost Supplies		$.35	5.00c		.02
21	Total (1) Engineering and Inspection					98.39
22	(2) FLAGGING AND WATCHING					
23	Foreman $295.66(Overtime) Sec.143	Hours	10-1/2	2.62	27.51	
24	Laborers "	"	28	1.479	41.41	
25	" Overtime "	"	42	2.219	93.20	
26					162.12	
27	Vacation Allowance		$41.41	3.00c	1.24	
28	Railroad Retirement and					
29	Unemployment Compensation Taxes		163.36	6.25c	10.21	
30	Workmen's Compensation Insurance		163.36	3.00c	4.90	
31	Public Liability and					
32	Property Damage Insurance		163.36	1.00c	1.63	180.10
33	Total (2) Flagging and Watching					180.10

Sheet 2 of 2 sheets

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

WEEKLY REPORT SUMMARY No. 75

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(4) ACCOUNTING (Cost of Billing)					
2	Junior Engr. (365.00/168)	Hours	12	2.1726	26.07	
3	Vacation Allowance		$26.07	3.00c	.78	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		26.85	6.25c	1.68	
6	Workmen's Compensation Insurance		26.85	3.00c	.81	
7	Property Damage Insurance		26.85	1.00c	.27	29.61
8	Total (4) Accounting (Cost of Billing)					29.61
9	Total Weekly Report Summary No. 75					308.10

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Division Engr Report No. 75 ~~Daily~~ Week Ending Aug 17 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J E Thomas @ 385										
Engr Insp									28	2.2916	

Total Labor 28 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J E Thomas									
Bkft	3								2.75
Lunch	3								3.00
Dinner	2								3.10
Hotel	2								7.00
Bus	2								7.82
Motor Car 3273									
Mi	56								
Gas gal	2								
Oil pt	1/2								

Total Material 23.67

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Reports & Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DE
weekly 75
Aug. 17, 52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C E Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engr Report No. 48 Daily or ~~Week Ending~~ Aug 11 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp									4	22916	

Total Labor 4 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Report
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Div'n E
Daily 48
Aug 11 52

Correct Engr Insp
Title-S. P. Co.

Approved E C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div. Engr Report No. 49 Daily or ~~Week Ending~~ Aug 13 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
			J E Thomas		0	$385				
Engr Inspector								8	22116	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J E Thomas									
Buss	1	2.53							
Bkft	1	1.00							
Lunch	1	1.10							
Dinner	1	1.60							
Hotel	1	3.50							
Motor Car #3273									
Mi	28								
Gas gal	1								
Oil Pt	1/4								

Total Material 9.73

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DE 49
Daily 49
Aug 13 52

Correct J E Thomas Eng Insp
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engr Report No. 50 Daily ~~or Week Ending~~ Aug 14 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J Thomas			385.00						
Engr Inspector									8	2.2916	

Total Labor 8 hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J Thomas									
Bkft	1	85							
Lunch	1	100							
Dinner	1	150							
Hotel	1	3.50							
Motor Car 2273									
M.	28								
Gas gal	1								
Oil pt	1/4								

Total Material 685

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DC
Daily 50
Aug 14, 52

Correct J Thomas Engr Insp
Title-S. P. Co.

Approved C E Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engrs Report No. 51 Daily or ~~Week Ending~~ Aug 15 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
	J.E. Thomas @ 385.00										
Engr Inspector									8	2.2916	

Total Labor 8 hrs

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense J.E. Thomas									
Bkfst	1	90							
Lunch	1	90							
Bus	1	5.29							

Total Material 7.09

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

OE
Daily 51
Aug 15-52

Correct J.E. Thomas Engr Insp
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmar W.O. No. 5079-3

Gang Section # 143 Report No. 20 ~~Day~~ or Week Ending Aug 16 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									10½	2.62	
Labor ST									28	1.479	
OT									40	2.219	

Total Labor 78½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
weekly 20
Aug 16, 52

Correct Engr Supr
Title—S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Section #143 Report No. 68 Daily ~~or Week Ending~~ Aug 12 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									[illegible]	2 62	
Labor OT									4½	2219	

Total Labor 7½ hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 68
Aug 12, 52

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WE KL REPORT OF LABOR AN M ERIAL USED

ject Hway Const. Location Bunker Hill - Delmar G.M.O. No. 50790

Gang Section #143 Report No. 69 Daily ~~or Week Ending~~ Aug 13 1950

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									6	2.62	
Labor ST									8	1.479	
OT									5½	2.219	

Total Labor 19½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Flagging
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 69
Aug 13, 50

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section #143 Report No. 70 Daily ~~or Week Ending~~ Aug 14 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Foreman OT								1½	262	
Labor ST								8	1479	
OT								10	2219	

Total Labor 19½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 70
Aug 14 52

Correct Engr Insp
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar S.M.O. No. 50792

Gang Section #143 Report No. 71 Daily ~~or Week Ending~~ Aug 15 1952

Sub-Division of Work Class of Labor		A	B	C	D	E	F			Hours	Rate	Amount
Labor	ST									12	1.479	
	OT									11½	2.219	

Total Labor 23½ hr.

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Section 143
Daily 71
Aug. 15, 52

Correct J S Thomas Emer Insp
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Sec # 143 Report No. 72 Daily ~~or Week Ending~~ Aug 16 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor OT									10½	2219	

Total Labor 10½

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 72
Aug 16, 52

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 73 Period Ending August 2, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION					
2	Engr. Insp. (385.00/168)	Hours	8	2.2917	18.33	
3	Vacation Allowance		$18.33	3.00c	.55	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.88	6.25c	1.18	
6	Workmen's Compensation Insurance		18.88	3.00c	.57	
7	Public Liability and					
8	Property Damage Insurance		18.88	1.00c	.19	20.82
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	2		1.85	
11	" " "	Bus	1		5.29	7.14
12	Total (1) Engineering and Inspection					27.96
13	(2) FLAGGING AND WATCHING					
14	Laborers Sec.143	Hours	8	1.479	11.83	
15	" Overtime "	"	11-1/2	2.219	25.52	
16					37.35	
17	Vacation Allowance		$11.83	3.00c	.35	
18	Railroad Retirement and					
19	Unemployment Compensation Taxes		37.70	6.25c	2.36	
20	Workmen's Compensation Insurance		37.70	3.00c	1.13	
21	Public Liability and					
22	Property Damage Insurance		37.70	1.00c	.38	41.57
23	Total (2) Flagging and Watching					41.57
24	Total Weekly Report Summary No. 73					69.53

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WI KI REPORT OF LABOR ANI M ERIAL USED

Project Hway Construction Location Baker Hill - Delmar G.M.O. No. 50793

Gang Own Engr Report No. 44 Daily or ~~Week Ending~~ Aug 1 1952

73 week Ending Aug 2 52

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.P. Thomas @ 385.00									
Engr Inspector									8	2.2916	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J.P. Thomas									
Bus		529							529
Chkpt		85							85
Lunch		100							100

Total Material 714

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B Inspection
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Dwg 8
weekly 73
Aug 2, 52

Correct J.P. Thomas Engr Insp
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Section #143 Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Section Report No. 18 ~~Daily or~~ Week Ending Aug 2 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8		
OT									11½		

Total Labor 19½hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	Flagging
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Sec. 143
Weekly 18
Aug. 2, 52

Correct Engr. Temp
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WE KI REPORT OF LABOR ANI M ERIAL USED

Project Heavy Construction Location Bunker Hill-Auburn G.M.O. No. 50793

Gang Section #143 Report No. 60 Daily ~~or Week Ending~~ Aug 1 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									10	2.219	

Total Labor 18 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 60
Aug 1 '52

Correct J.E. Thomas Engr Dept
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50790

Gang Section #143 Report No. 61 Daily ~~or Week Ending~~ Aug 2 19 52

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor OT									1½	2.219	
								Total Labor	1½		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Flagging

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 61
Aug 2 - 52

Correct J G Thomas Engr Insp
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY NO. 74 — Week Ending August 9, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
1	(1) ENGINEERING AND INSPECTION			$	$	$
2	Engr. Insp. (385.00/168)	Hours	20	2.2917	45.83	
3	Vacation Allowance		$45.83	3.00c	1.37	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		47.20	6.25c	2.95	
6	Workmen's Compensation Insurance		47.20	3.00c	1.42	
7	Public Liability and					
8	Property Damage Insurance		47.20	1.00c	.47	52.04
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	6		7.15	
11	" " "	Lodging	2		6.75	13.90
12	Total (1) Engineering and Inspection					65.94
13	(2) FLAGGING AND WATCHING					
14	Foreman $295.66 (Overtime) Sec.143	Hours	7-1/2	2.62	19.65	
15	Laborers "	"	40	1.479	59.16	
16	" Overtime "	"	51-1/2	2.219	114.28	
17					193.09	
18	Vacation Allowance		$59.16	3.00c	1.77	
19	Railroad Retirement and					
20	Unemployment Compensation Taxes		194.86	6.25c	12.18	
21	Workmen's Compensation Insurance		194.86	3.00c	5.85	
22	Public Liability and					
23	Property Damage Insurance		194.86	1.00c	1.95	214.84
24	Light and Running Repairs					
25	Motor Car Sec.143	Hours	0.07			.14
26	Depreciation					
27	Motor Car Sec.143	Days	1	0.18		.18
28	Supplies					
29	Gasoline	Gals.	1	0.16	.16	
30	Oil	"	1/16	0.49	.03	.19
31	Handling Cost Supplies		$.19	5.00c		.01
32	Total (2) Flagging and Watching					215.36
33	Total Weekly Report Summary No. 74					281.30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hwy Construction Location Bunker Hill - Delmues A.M.O. No. 50793

Gang Div'n Engr Report No. 74 ~~Daily or~~ Week Ending Aug 9 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J E Thomas @ 385^{00}								
Engr Inspector									20	2.2916	

Total Labor 20 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
J E Thomas									
Bkfst	2								1.90
Lunch	2								2.10
Dinner	2								3.15
Hotel	2								6.75

Total Material 13.90

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Report & Inspection
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Div'n E
Weekly 74
Aug 9 52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Pr. ject Hiway Construction Location Bunker Hill-Delano S.M.O. No. 50793

Gang Div'n Engr Report No. 45 Daily ~~or Week Ending~~ Aug 4 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J.K. Thomas								
Engr Insp									4	22916	

Total Labor 4 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B Report
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Div'n
Daily 45
Aug 4 52

Correct J.K. Thomas Engr Insp
Title S. P. Co.

Approved E. E. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Pr ject Hiway Construction Location Bunker Hill-Delmar G.M.O. No 50793

Gang Dixon Engr Report No. 46 Daily ~~or Week Ending~~ Aug 6 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J Thomas			38500						
Engr Insp									8	22916	

Total Labor 8 h.

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J Thomas									
Bkft	1	1.00							1.00
Lunch	1	1.00							1.00
Dinner	1	1.65							1.65
Hotel	1	3.50							3.50

Total Material 7.15

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Dixon 8
Daily 46
Aug 6 52

Correct J Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

P ject Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Dixon Engr Report No. 47 Daily ~~or Week Ending~~ Aug 7 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp									8	22986	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J E Dixon									
Bkfst	1	90							90
Lunch	1	110							110
Dinner	1	150							150
Hotel	1	325							325

Total Material 675

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Dixon E
Daily 47
Aug 7, 52

Correct J E Dixon Engr Insp
-S. P. Co.

Approved E C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Location Bunker Hill - Delmuse M.O. No. 50793

Gang Section No 143 Report No. 19 ~~Daily~~ Week Ending Aug 9 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									7½	2.62	
Labor ST									40	1.479	
OT									51½		

Total Labor 99 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Flagging
B	″
C	
D	
E	
F	

Sec 143
Weekly 19
Aug 9, 52

* Note: Also report locomotive and automobile miles.

Correct
Title S. P. Co.

Approved C. E. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Construction Location Bunker Hill-Delmar G.M.O. No 50793

Gang Section #143 Report No. 62 Daily ~~or Week Ending~~ Aug 4 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Labor ST								8	1.479	
OT								10	2.219	

Total Labor 18

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 62
Aug 4, 52

Correct Engr Dep
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W K REPORT OF LABOR AN M ERIAL USED

Project Hiway Construction Location Bunker Hill Wilmar G.M.O. No. 50793

Gang Section # 143 Report No. 63 Daily ~~or Week Ending~~ Aug 5 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Foreman OT								2	2.62	
Labor ST								8	1.479	
OT								9½	2.219	

Total Labor 19½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Motor Car 4741	14 mi								
Gas	1 gal								
Oil	½ pt								

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Section 143
Rely 63
Aug 5-52

Correct

Title-S. P. Co

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KI REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Location Bunker Hill Delmar .O. No. 50793

Gang Sec 143 Report No. 64 Daily or ~~Week Ending~~ Aug 6 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									1½	262	
Labor ST									8	1479	
OT									8	2219	

Total Labor 17½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Flagging
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 64
Aug 6-52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gill
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 50792

Gang Sec * 143 Report No. 65 Daily or Week Ending Aug 7 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									11½	2.219	

Total Labor 19½ hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 65
Aug 7 1952

Correct J. Thomas Eng Insp
Title S. P. Co.

Approved O. C. Hale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Const Location Butler Hill-Delmar S.M.O. No. D793

Gang Sec # 143 Report No. 66 Daily ~~or Week Ending~~ Aug 8 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									2½	2.62	
Labor ST									8	1.479	
OT									7½	2.219	

Total Labor 18 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	(1) Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 66
Aug 8 52

Correct Eng Dep
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No 52793

Gang Section #143 Report No. 67 Daily or ~~Week~~ Ending Aug 9 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									1½	2.62	
Labor OT									5	2.219	

Total Labor 6½

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 67
Aug 9 52

Correct J E Thomas Engr Insp
Title-S. P. Co

Approved C E Hall
Res. Engr. State Highway Dept.

1-52-500

L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

IN REPLY PLEASE REFER TO
File: 911/323
G.M.O. 50793

October 14, 1952

SUBJECT: Highway Construction Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

* Attached you will find three copies of Weekly Report Summaries Nos. 68 to 72 inclusive. One copy is supported by duplicates of daily and weekly field reports on Form No. L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit 88315 dated December 21, 1951.

Very truly yours,

E. E. Mayo
C R Tinkler

* Encls.

RECEIVED
OCT 16 1952
OREGON STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between States Oregon, State Highway Commission and
Southern Pacific Company

Period Ending July 5, 1952

WEEKLY REPORT SUMMARY No. 68

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) ENGINEERING-INSPECTION					
2	Engr. Inspector 385.00/176)	Hours	8	2.1875	17.50	
3	Vacation Allowance		$17.50	3.00c	.53	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		18.03	6.25c	1.13	
6	Workmen's Compensation Insurance		18.03	3.00c	.54	
7	Public Liability and					
8	Property Damage Insurance		18.03	1.00c	.18	19.88
9	Personal Expenses					
10	J. E. Thomas Inspector	Meals	3		3.60	
11	" " "	Hotel	1		4.00	7.60
12	Total (1) Engineering-Inspection					27.48
13	(2) FLAGGING AND WATCHING					
14	Laborers Sec.143	Hours	16	1.479	23.66	
15	" Overtime "	"	22-1/2	2.219	49.93	
16					73.59	
17	Vacation Allowance		$23.66	3.00c	.71	
18	Railroad Retirement and					
19	Unemployment Compensation Taxes		74.30	6.25c	4.64	
20	Workmen's Compensation Insurance		74.30	3.00c	2.23	
21	Public Liability and					
22	Property Damage Insurance		74.30	1.00c	.74	81.91
23	Total (2) Flagging and Watching					81.91
24	Total Weekly Report Summary No. 68					109.39

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Engr Dept Report No. 31 Daily ~~or Week Ending~~ July 1 1952

68 week ending July 5 52

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp									8	2.2875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense J.E. Thomas									
	Bkfst	90							90
	Lunch	105							105
	Dinner	165							165
	Hotel	400							400

Total Material 760

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Eng Dept
Weekly #68
July 5 52

Correct J.E. Thomas Engr Insp
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

1-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W EK REPORT OF LABOR A M TERIAL USED

Project Hiway Construction Locatio Gumber Hill - Delmar C.M.O. No 52793

Gang Section 143 Report No. 13 ~~Daily or~~ Week Ending July 5 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor									16		
OT									22½		

Total Labor 38½ hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	Flagging
B	"
C	"
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
weekly # 13
July 5 52

Correct
Title-S. P. Co.

Approved E. C. Gall
Res. Engr. State Highway Dept.

1-58

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR V EK REPORT OF LABOR A M TERIAL USED

Proj. Hiway Construction Locat. Bunker Hill - Delmas S.M.O. No. 50793

Gang Sec 143 Report No. 39 Daily or ~~Week Ending~~ July 3 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor									8	1.479	
OT									4½		
									Total Labor	12½ hr	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
						Total Material			

Equipment	Equipment Hours * A	B	C	D	E	Description of Work	
						A	Flagging
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily # 39
July 3 /52

Correct J C Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-50 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W EK REPORT OF LABOR A M TERIAL USED

Project Hway Const. Location Bunker Hill - Delmar G.M.O. No. 50798

Gang Section 143 Report No. 38 Daily ~~or Week Ending~~ July 2 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor									4	1.479	
OT									10½	22.19	

Total Labor 14½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily # 38
July 2 52

Correct J E Thomas Engr Supv
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-58

L-7

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Section 143 Report No. 37 Daily ~~or Week Ending~~ July 1 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor Sthm									4	1.479	
OT									7½	2.219	

Total Labor 11½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec/143
Daily #37
July 1 52

Correct J E Thomas Emp Sup
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 69 — Week Ending July 12, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING-INSPECTION					
2	Engr. Inspector (385.00/176)	Hour	12	2.1875	26.25	
3	Vacation Allowance		$26.25	3.00c	.79	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		27.04	6.25c	1.69	
6	Workmen's Compensation Insurance		27.04	3.00c	.81	
7	Public Liability and					
8	Property Damage Insurance		27.04	1.00c	.27	29.81
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	4		4.25	
11	" " "	Hotel	1		3.00	7.25
12	Total (1) Engineering-Inspection					37.06
13	(2) FLAGGING AND WATCHING					
14	Laborers Sect.143	Hours	40	1.479	59.16	
15	" Overtime "	"	64-1/2	2.219	143.13	
16					202.29	
17	Vacation Allowance		$59.16	3.00c	1.77	
18	Railroad Retirement and					
19	Unemployment Compensation Taxes		204.06	6.25c	12.75	
20	Workmen's Compensation Insurance		204.06	3.00c	6.12	
21	Public Liability and					
22	Property Damage Insurance		204.06	1.00c	2.04	224.97
23	Total (2) Flagging and Watching					224.97
24	Total Weekly Report Summary No. 69					262.03

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill-Delance G.M.O. No. 50798

Gang Dion Engr Report No. 69 ~~Daily or~~ Week Ending July 12 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J E Thomas			E	385.00					
Inspector									12	2.1875	

Total Labor 12

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J E Thomas									
Bkfst	2								1.60
Lunch	1								1.00
Dinner	1								1.65
Hotel	1								3.00

Total Material 7.25

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

DE Weekly 69 July 12 52

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Eng Insp

Title S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

1-58

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location [illegible] G.M.O. No. 55773

Gang Div. Engrs Report No. 33 Daily or ~~Week Ending~~ May 10 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		[illegible]				[illegible]					
									4	2.175	
Inspector											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expenses									
Bfast	1	.55							

Total Material .55

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

DC
Weekly 33
July 10 53

Correct ________ Title-S. P. Co.

Approved ________ Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Construction Location Bunker Hill- Wilmar G.M.O. No. 50793

Gang Divn Engrs Report No. 32 Daily ~~or Week Ending~~ July 9 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.E. Thomas			@	385.00					
									8	2.1875	
Inspector											

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J.E. Thomas									
Bkfst	1	75							
Lunch	1	100							
Dinner	1	165							
Hotel	1	300							

Total Material 6.40

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Divn Eng
Daily 32
July 9 52

Correct J.E. Thomas Engr Insp
Title-S. P. Co.

Approved C C Gill
Res. Engr. State Highway Dept.

1-52.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill-Delmar G.M.O. No. 50792

Gang Section #143 Report No. 14 ~~Daily or~~ Week Ending July 12 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									40	1.479	
OT									64½	2.219	

Total Labor 104½

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Flagging
B	"
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
weekly # 12
July 12 52

Correct J E Thomas Engr Insp
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section 143 Report No. 25 Daily ~~or Week Ending~~ July 12 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor OT									8½	2.219	

Total Labor 8½ hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Flagging
B	" "
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 25
July 12 52

Correct

Title-S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

1-52 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No 50793

Gang Section # 143 Report No. 44 Daily or Week Ending July 11 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8		
OT									11½		

Total Labor 19½

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Flagging

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Section 143
Daily 44
July 11 1952

Correct Title S. P. Co.

Approved Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Construction Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Section #143 Report No. 43 Daily or ~~Week Ending~~ July 10 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									11½	2.219	

Total Labor 19½ hrs

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Flagging

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily #43
July 10 52

Correct E Thomas Engr Dep
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-58

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bunker Hill - Delmar M.O. No. 50793

Gang Section 143 Report No. 42 Daily or Week Ending July 9 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									1½	2.219	

Total Labor 19½

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Section 143
Daily 42 ✓
July 9 1952

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

1-59

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50792

Gang Section #143 Report No. 41 Daily ~~or Week Ending~~ July 8 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									11½	2.219	

Total Labor 19½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

Sec 143
Daily 41
July 8 52

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Eng Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hwy Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section 143 Report No. 40 Daily ~~or Week Ending~~ July 7 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									10	2.219	

Total Labor 18

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Flaggman
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec. 143
Daily 40
July 7 1952

Correct J E Thomas
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section 143 Report No. 40 Daily ~~or Week Ending~~ July 7 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									10	2.219	

Total Labor 18

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Flagman
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 40
July 7 1952

Correct
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

Southern Pacific Company

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21,1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.70 Week Ending July 19,1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING-INSPECTION					
2	Engr. Inspector (385.00/176)	Hours	20	2.1875	43.75	
3	Vacation Allowance		$43.75	3.00c	1.31	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		45.06	6.25c	2.82	
6	Workmen's Compensation Insurance		45.06	3.00c	1.35	
7	Public Liability and					
8	Property Damage Insurance		45.06	1.00c	.45	49.68
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	5		5.55	
11	" " "	Hotel	1		3.50	
12	" " "	Bus	2		7.76	16.81
13	Total (1) Engineering-Inspection					66.49
14	(2) FLAGGING AND WATCHING					
15	Laborers Sec.143	Hours	32	1.479	47.33	
16	" Overtime "	"	58-1/2	2.219	129.81	
17					177.14	
18	Vacation Allowance		$47.33	3.00c	1.42	
19	Railroad Retirement and					
20	Unemployment Compensation Taxes		178.56	6.25c	11.16	
21	Workmen's Compensation Insurance		178.56	3.00c	5.36	
22	Public Liability and					
23	Property Damage Insurance		178.56	1.00c	1.79	196.87
24	Total (2) Flagging and Watching					196.87
25	Total Weekly Report Summary No. 70					263.36

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engr Report No. 70 ~~Daily or~~ Week Ending July 19 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.E. Thomas									
Engr Inspector									20	2.1875	

Total Labor 20 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
Bkfst	2								1.80
Lunch	2								2.10
Dinner	1								1.65
Hotel	1								3.50
Bus	2								7.76

Total Material 16.81

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection & Reports

C

D

E

F

* Note: Also report locomotive and automobile miles.

Correct J.E. Thomas Engr. Insp.
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

Div E
weekly 70
July 19 52

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hwy Const Location Bunker Hill - Delmar G.M.O. No. 50293

Gang Div. Engrs Report No. 36 Daily ~~or Week Ending~~ July 17 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp	J E Thomas @ 385.00								8	21875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J E Thomas									
Bkfst	1	90							
Lunch	1	100							
Bus	1	5.29							

Total Material 7.19

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection

C

D

E

F

* Note: Also report locomotive and automobile miles.

DE
Daily 36
July 17 52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Div. Engrs Report No. 35 Daily or ~~Week Ending~~ July 16 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.E. Thomas									
Engr Inspector									8	21875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
J.E. Thomas									
Bkft	1	90							
Lunch	1	110							
Dinner	1	165							
Hotel	1	350							
Bus	1	247							

Total Material 9.62

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct J.E. Thomas Engr Insp Title-S. P. Co.

Approved C.E. Ball Res. Engr. State Highway Dept.

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Daily 35
July 16 52

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hway Const Location Bunker Hill - Delmar G.M.O. No. 5079[illegible]

Gang Dave Edger Report No. 34 Daily or ~~Week Ending~~ July 14 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.C. Howe 885 00									
Engr Inspector									4	2.1875	

Total Labor 4 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
~~Expense J.C. Howe~~									

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A Report
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Record
weekly 34
July 14 '52

Correct D. [illegible] Engr Insp
Title-S. P. Co.

Approved C C [illegible]
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 52793

Gang Sec 143 Report No. 15 ~~Daily or~~ Week Ending July 19 1952

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									32	1.479	
OT									58½	2.219	

Total Labor 90½

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Flagging for Contractor

C

D

E

F

Correct J. H. Thomas [illegible] Title-S. P. Co.

Approved C. C. Gall Res. Engr. State Highway Dept.

* Note: Also report locomotive and automobile miles.

Sec 143

Weekly 15

July 19 52

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SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Freeway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Sec 143 Report No. 51 Daily or ~~Week Ending~~ July 19 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F	.		Hours	Rate	Amount
Labor OT									8½		

Total Labor 8½ hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B Flagging for Contractor
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 51
July 19 52

Correct J E Thomas Engr
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

/DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Construction Location Bunkerhill - Delmar G.M.O. No. 50793

Gang Sec # 143 Report No. 50 Daily or Week Ending July 18 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1479	
OT									11	2219	

Total Labor 19 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging for Contractor
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 50
July 18 52

Correct J E Thomson Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W KI REPORT OF LABOR AN M ERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 52793

Gang Section #143 Report No. 49 Daily or Week Ending July 17 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									10	2.219	

Total Labor 18 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Flagging for Contractor
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Correct J. Thomas Eng'r Draft Title-S. P. Co

Approved C C Gall Res. Engr. State Highway Dept.

Sec 143
Daily 49
July 17 52

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L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W KI REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Sectn #143 Report No. 48 Daily ~~or Week Ending~~ July 16 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor St									8	1.479	
OT									10	2.219	

Total Labor 18 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Flagging for Contractors
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 48
July 16 52

Correct J E Wong Engr. Insp
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W KI REPORT OF LABOR AN M. ERIAL USED

Project Heavey Const Location Bunker Hill - Delsinger G.M.O. No. 50293

Gang Section 1 & 3 Report No. 47 Daily or Week Ending July 15 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1479	
OT									11½	2219	

Total Labor 1940

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Flagging
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Sec 1 & 3
Daily 47
July 15 52

Correct J E Thomas Engr Dept
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-52 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W KI REPORT OF LABOR AN M. ERIAL USED

Project Harvey Corner Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 46 Daily ~~or Week Ending~~ July 14 19 52

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor OT									1 hr	2.219	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 46
July 14 52

Correct K Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY Sheet 1 of 2 sheets

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between the State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 71 **Week Ending July 26, 1952**

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4) $	Amount (5) $	Total (6) $
1	(1) ENGINEERING - INSPECTION					
2	Engr. Inspector (385.00/176)	Hours	28	2.1875	61.25	
3	Vacation Allowance		$61.25	3.00c	1.84	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		63.09	6.25c	3.94	
6	Workmen's Compensation Insurance		63.09	3.00c	1.89	
7	Public Liability and					
8	Property Damage Insurance		63.09	1.00c	.63	69.55
9	Personal Expenses					
10	J.E. Thomas Inspector	Meals	8		9.00	
11	" " "	Hotel	2		7.00	16.00
12	Light and Running Repairs					
13	Motor Car	Hours	8	0.07		.56
14	Depreciation					
15	Motor Car	Days	1	0.18		.18
16	Supplies					
17	Gasoline	Gals.	2	0.16	.32	
18	Oil	"	1/8	0.49	.06	.38
19	(Quantity reported on daily report)					
20	Handling Cost, Supplies		$.38	5.00c		.02
21	Total (1) Engineering - Inspection					86.69
22	(2) FLAGGING AND WATCHING					
23	Laborers Sec. 143	Hours	4	1.479	5.92	
24	" Overtime "	"	2-1/2	2.219	5.55	
25					11.47	
26	Vacation Allowance		$ 5.92	3.00c	.18	
27	Railroad Retirement and					
28	Unemployment Compensation Taxes		11.65	6.25c	.73	
29	Workmen's Compensation Insurance		11.65	3.00c	.35	
30	Public Liability and					
31	Property Damage Insurance		11.65	1.00c	.12	12.85
32	Total (2) Flagging and Watching					12.85

Sheet 2 of 2 sheets

PROJECT: Highway Construction Bunker Hill to Delmar, Oregon

WEEKLY REPORT SUMMARY No.71

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(5) REPAIR DAMAGED TRACKS					
2	Foreman (295.66/176) Sec.143	Hours	24	1.6799	40.32	
3	Laborers "	"	72	1.479	106.49	
					146.81	
4	Vacation Allowance		$ 146.81	3.00c	4.40	
5	Railroad Retirement and					
6	Unemployment Compensation Taxes		151.21	6.25c	9.45	
7	Workmen's Compensation Insurance		151.21	3.00c	4.54	
8	Public Liability and					
9	Property Damage Insurance		151.21	1.00c	1.51	166.71
10	Light and Running Repairs					
11	Motor Car Sec.143	Hours	24	0.07		1.68
12	Depreciation					
13	Motor Car Sec.143	Days	3	0.18		.54
14	Supplies					
15	Gasoline	Gals	3	0.16	.48	
16	Oil	"	3/16	0.49	.09	.57
17	Handling Cost Supplies		$ .57	5.00c		.03
18	Total (5) Repair Damaged Track					169.53
19	Total Weekly Report Summary No. 71					269.07

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Palmer G.M.O. No 50793

Gang Divn Engr Report No. 71 ~~Daily or~~ Week Ending July 26 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J C Thomas @ 385.00									
Engr Inspector									28	21875	

Total Labor 28 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
J C Thomas									
Bkfst	3								275
Lunch	3								310
Dinner	2								315
Hotel	2								7.00
Motor Car	Mi	2	8						
Gas	1 gal								
Oil	1 PT								

Total Material 16.00

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	
B	Inspection & Report
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

WE
weekly 71
July 26 52

Correct J C Thomas Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KI REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engrs Report No. 40 Daily ~~or Week Ending~~ July 25 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J E Thomas			@	$385	00				
Engr Inspector									8	21875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J E Thomas									
Dept	95								
Lunch	100								

Total Material 1.95

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	
B	Inspection
C	
D	
E	
F	

Divn E
Daily #40
July 25 - 52

* Note: Also report locomotive and automobile miles.

Correct J E Thomas Engr Insp
Title S. P. Co.

Approved C E Hall
Res. Engr. State Highway Dept.

1-52 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Coast Location Bunker Hill-Delmar G.M.O. No. 50993

Gang Hwy Engr Report No. 39 Daily or ~~Week Ending~~ July 24 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J E Thomas 0 385.00									
Engr Inspector									8	3.1875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J E Thomas									
Bkfst	1	90							
Lunch	1	110							
Dinner	1	150							
Hotel	1	250							
Motor Car		38 mi							
Gas	2 gal								
Oil	1 pt								

Total Material 700

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	
B	Inspection
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Hwy E
Daily - 39
July 24 - 52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engrs Report No. 38 Daily or ~~Week Ending~~ July 23 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J Thomas @ 385.00								
Engr Inspector									8	2.1875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense J Thomas									
Bkfst	1	90							
Lunch	1	100							
Dinner	1	165							
Hotel	1	350							

Total Material 705

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	
B	Inspection
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Divn Engr
Daily 38
July 23 - 52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

1-58

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Dixon Engrs Report No. 37 Daily ~~or Week Ending~~ July 21 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Inspector									4	2.1875	

Total Labor 4

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Reports
B
C
D
E
F

Df
Daily 37
July 21 52

* Note: Also report locomotive and automobile miles.

Correct J Thomas Engr Insp
Title-S. P. Co.

Approved C E Gall
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Construction Location [illegible] G.M.O. No. 50793

Gang Section #149 Report No. 16 ~~Daily~~ Week Ending July 26 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman ST									24	1.75	
Labor St									76	1.479	
OT									2½	2.219	

Total Labor 102½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Motor Car #741	74 mi								
Gas	3 gal								
Oil	1½ pt								

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Flagging &

B Repair Track Damage

C

D

E

F

* Note: Also report locomotive and automobile miles.

Sec 123
Report 16
July 26 52

Correct [illegible] Engr Dept
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W K REPORT OF LABOR A M ERIAL USED

Project Hiway Construction Location Burke Hill Overpass G.M.O. No. 50798

Gang Section #143 Report No. 55 Daily or Week Ending July 25 19 52

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman ST									8	1.85	
Labor ST									24	1.479	

Total Labor 32 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Motor Car #741	28 mi								
Gas	1 gal								
Oil	½ pt								

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Repair track damaged by Contractor
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 55
July 25 52

Correct
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Construction Location [illegible] G.M.O. No. 50795

Gang Section #143 Report No. 54 Daily or Week Ending July 24 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman ST									8	1.75	
Labor ST									24	1.479	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Motorcar 4741	28 mi								
Gas	1 gal								
Oil	1/2 pt								

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Repair track damaged by Contractor

B

C

D

E

F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 54
July 24 52

Correct

Title-S. P. Co

Approved

Res. Engr. State Highway Dept.

L-7702

1-58

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bunker Hill-[illegible] G.M.O. No. 50792

Gang Section # 143 Report No. 53 Daily ~~or Week Ending~~ July 23 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman ST									8	1.75	
Labor ST									24	1.474	

Total Labor 32 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Motor Car #741	28 mi								
Gas	1 gal								
Oil	½ pt								

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Repair track Damaged by Contractor
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 53
July 23 52

Correct J C Thomas Engr [illegible] Title-S. P. Co.

Approved C C Hall Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Construction Location Bunker Hill-Dylmar G.M.O. No. 50793

Gang Section # 143 Report No. 53 Daily ~~or Week Ending~~ July 23 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman ST									8	1.75	
Labor ST									24	1.479	

Total Labor 32 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Motor Car #741	28 mi								
Gas	1 gal								
Oil	½ pt								

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Repair track damaged by contractor
B
C
D
E
F

Sec 143
Daily 53
July 23 52

* Note: Also report locomotive and automobile miles.

Correct J. Thomas Engr Dept
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 52 Daily ~~or Week Ending~~ July 21 19 52

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									4	1.479	
OT									2½	2.219	
								Total Labor	6½		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 52
July 21 52

Correct J E Thomas Engineering
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 72 Period Ending July 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(1) ENGINEERING-INSPECTION					
2	Engr. Inspector (385.00/176)	Hours	20	2.1875	43.75	
3	Vacation Allowance		$43.75	3.00c	1.31	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		45.06	6.25c	2.82	
6	Workmen's Compensation Insurance		45.06	3.00c	1.35	
7	Public Liability and					
8	Property Damage Insurance		45.06	1.00c	.45	49.68
9	Personal Expenses				7.00	
10	J.E. Thomas Inspector	Meals	6		7.00	
11	" " "	Hotel	2			
12	" " "	Bus	1		2.47	16.47
13	Light and Running Repairs					
14	Motor Car	Hour	8	0.07		.56
15	Depreciation					
16	Motor Car	Days	1	0.18		.18
17	Supplies					
18	Gasoline	Gals	2	0.16	.32	
19	Oil	"	1/8	0.49	.06	.38
20	Handling Cost Supplies		$.38	5.00c		.02
21	Total (1) Engineering-Inspection					67.29
22	(2) FLAGGING AND WATCHING					
23	Foreman (Overtime) Sec.143	Hours	2-2/3	2.62	6.99	
24	Laborers "	"	16	1.479	23.66	
25	" Overtime "	"	33	2.219	73.23	
26					103.88	
27	Vacation Allowance		$ 23.66	3.00c	.71	
28	Railroad Retirement and					
29	Unemployment Compensation Taxes		104.59	6.25c	6.54	
30	Workmen's Compensation Insurance		104.59	3.00c	3.14	
31	Public Liability and					
32	Property Damage Insurance		104.59	1.00c	1.05	115.32
33	Total (2) Flagging and Watching					115.32
34	Total Weekly Report Summary No. 72					182.61

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No.72 Period Ending July 31,1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
(1) ENGINEERING-INSPECTION					
Engr. Inspector (385.00/176)	Hours	20	2.1875	43.75	
Vacation Allowance		$43.75	3.00c	1.31	
Railroad Retirement and Unemployment Compensation Taxes		45.06	6.25c	2.82	
Workmen's Compensation Insurance		45.06	3.00c	1.35	
Public Liability and Property Damage Insurance		45.06	1.00c	.45	49.68
Personal Expenses					
J.E. Thomas Inspector	Meals	6		7.00	
" " "	Hotel	2		7.00	
" " "	Bus	1		2.47	16.47
Light and Running Repairs					
Motor Car	Hour	8	0.07		.56
Depreciation					
Motor Car	Days	1	0.18		.18
Supplies					
Gasoline	Gals	2	0.16	.32	
Oil	"	1/8	0.49	.06	.38
Handling Cost Supplies		$.38	5.00c		.02
Total (1) Engineering-Inspection					67.29
(2) FLAGGING AND WATCHING					
Foreman (Overtime) Sec.143	Hours	2-2/3	2.62	6.99	
Laborers "	"	16	1.479	23.66	
" Overtime "	"	33	2.219	73.23	
				103.88	
Vacation Allowance		$ 23.66	3.00c	.71	
Railroad Retirement and Unemployment Compensation Taxes		104.59	6.25c	6.54	
Workmen's Compensation Insurance		104.59	3.00c	3.14	
Public Liability and Property Damage Insurance		104.59	1.00c	1.05	115.32
Total (2) Flagging and Watching					115.32
Total Weekly Report Summary No. 72					182.61

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Puckerhill - Delmar G.M.O. No. 50798

Gang Div'n Engrs Report No. 72 ~~Daily~~ or Week Ending July 31 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J E	Thomas		©	585	.00			
Engr. Inspector									20	2.1875	

Total Labor 20 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
J E Thomas									
Breakfast		2							1.70
Lunch		2							205
Dinner		2							325
Hotel		2							700
Bus		1							247
Motor Car #3273		56 mi							
Gas	2	gal							
Oil	1	pt							

Total Material 16.47

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection Report
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Hiway 6
Weekly 72
July 31 52

Correct J E Thomas Engr. Insp.
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hiway Construction Location Bunker Hill - Wilgus G.M.O. No. 50793

Gang Divn Engr Report No. 42 ~~Daily or Week Ending~~ July 30 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.E. Thomas $385.00									
Engr Insp									8	2.1875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expenses									
J.E. Thomas									
Buss	1	2.47							
Bkfst	1	80							
Lunch	1	1 00							
Dinner	1	1 60							
Hotel	1	3 50							

Total Material 9.37

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection

C

D

E

F

* Note: Also report locomotive and automobile miles.

Divn E
Daily 42
July 30 52

Correct J.E. Thomas Engr Insp
Title S. P. Co.

Approved E C Gill
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

Project Hwy Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engrs Report No. 43 Daily ~~or Week Ending~~ July 31 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
			J E Thomas @ 355 00								
Engr Insp									8	21875	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
J E Thomas									
Bkfst	1	90							
Lunch	1	105							
Dinner	1	165							
Hotel	1	350							

Total Material 710

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Inspection

C

D

E

F

* Note: Also report locomotive and automobile miles.

Thomas E
Daily 43
July 31 52

Correct J E Thomas Engr Insp
Title-S. P. Co

Approved E C Hall
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W KI REPORT OF LABOR AN M ERIAL USED

Project Hwy Construction Location Bunker Hill - Delivery G.M.O. No. 50793

Gang Divn Engr Report No. 41 Daily ~~or Week Ending~~ July 28 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
		J.E. Thomas				@ 385.00					
Engr Inspector									4	2.1875	

Total Labor 4 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B Report

C

D

E

F

* Note: Also report locomotive and automobile miles.

Divn Engr
Daily 41
July 28 1952

Correct J.E. Thomas Engr Insp
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

1-50 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Freeway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section #143 Report No. 17 ~~Daily or~~ Week Ending July 31 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									2 2/3	2.62	
Labor ST									16	1,479	
OT									33	2,219	

Total Labor 51 2/3 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct JB Thomas Engr Insp
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

Sec 143
weekly 17
July 31 52

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W EKL REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Location Bunker Hill - Delmar M.O. No. 50793

Gang Section 143 Report No. 59 Daily ~~or Week Ending~~ July 31 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor OT									11½	2.219	

Total Labor 11½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 59
July 31 52

Correct J E Thomas Supr Surv
Title-S. P. Co

Approved C C Gall
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

DAILY OR W KL REPORT OF LABOR AN M ERIAL USED

L-7702

Project Hiway Coast Location Bunker Hill-Dalmas G.M.O. No. 50793

Gang Section 143 Report No. 58 Daily ~~or Week Ending~~ July 30 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									11½	2.219	

Total Labor 19½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 58
July 30 52

Correct
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W KL REPORT OF LABOR AN MA ERIAL USED

Project Hiway Construction Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section #143 Report No. 57 Daily ~~or Week Ending~~ July 29 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor ST									8	1.479	
OT									10	2.219	

Total Labor 18 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily 57
July 29 52

Correct J. K. Thomas Engr Insp
Title-S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Construction Location Bunker Hill-Rogers G.M.O. No. 20773

Gang Section #143 Report No. 56 Daily ~~or Week Ending~~ July 28 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									2 2/3	2.62	

Total Labor 2 2/3

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Sec. 143
Daily 56
July 28, 52

Correct Section Foreman
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

L-7701

RECEIVED
FOR FILING

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

IN REPLY PLEASE REFER TO

File: 911/323
G.M.O. 50793

September 4, 1952

6-14

3510

SUBJECT: Highway Construction Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
C. A. GARDNER

Dear Sir:

* Attached you will find three copies of Weekly Report Summaries Nos. 63 to 67 inclusive. One copy is supported by duplicates of daily and weekly field reports on Form No. L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit 88315 dated December 21, 1951.

Very truly yours,

E. E. Mayo
C R Tinkler

* Encls.

RECEIVED
SEP 1 0 1952
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Const Location Bunker Hill to Jonas G.M.O. No. 50793

Gang Divn Engrs Report No. 63 - ~~Daily or~~ Week Ending June 7 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor ____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ____

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

weekly # 63
June 7, 52

Correct ____ Title S. P. Co.

Approved ____
Res. Engr. State Highway Dept.

730

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section #143 Report No. 20 ~~Daily~~ or Week Ending June 7 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
4 man OT									1½	2.59	
									32	1.459	
Labor OT									3½	2.243	

Total Labor 65 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging for Contractor
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct J. E. Moore Engr. Maint.
Title-S. P. Co.

Approved C. C. Gale
Res. Engr. State Highway Dept.

Sect - 143
weekly #20
June 7, 52

L-7702

7 38

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Const Location Bunker Hill Dilworth G.M.O. No. 50793

Gang Sec 21/143 Report No. 52 Daily ~~or Week~~ Ending June 6 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor OT									2	2.243	

Total Labor 2 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Flagging for Contractor
B
C
D
E
F

*Note: Also report locomotive miles.

Sec 143
Daily # 52
June 6, 52

Correct J E Thomas Engr Dept
Title S. P. Co.

Approved C C [illegible]
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Barber Hill - Delmas W.O. No. 50793

Gang Sec # 143 Report No. 31 Daily ~~or Week Ending~~ June 5, 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor									8	1.459	
OT									9½	2.243	

Total Labor 17½ hrs

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging for Contractor
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct

Title-S. P. Co.

Approved C. C. Gee

Res. Engr. State Highway Dept.

Sec 143
Daily # 31
June 5 - 52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section #143 Report No. 30 Daily on ~~Week Ending~~ June 4 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor									8	1.459	
OT									10½	2.243	

Total Labor 18½

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E		Description of Work
						A	J Flagging for Contractor
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Sec 143
Daily #30
June 4, 52

Correct J E Thomas Engr Insp
Title S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W~~EEKLY~~ REPORT OF LABOR AND MATERIAL USED

Project Hway Const Location Bunker Hill - Dehner G.M.O. No. 50793

Gang Sect #143 Report No. 29 Daily ~~or Week Ending~~ June 3, 1952

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									8	1.459	
Labor											
									10½	8.243	
OT											

Total Labor 18½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Digging
B
C
D
E
F

* Note: Also report locomotive miles.

Daily # 29 Sec 143
June 3, 52

Correct [illegible] Engr Insp
Title-S. P. Co.

Approved C. C. Gell
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill. Defiance M.O. No. 50793

Gang Sect #143 Report No. 28 Daily or ~~Week Ending~~ June 2 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									1½	2.59	
Foreman OT									~~2~~ 8	1.459	
Labor									9	2.243	
Labor OT											

Total Labor 18½

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging for Contractor
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct J E Thomas [illegible] Title-S. P. Co.

Approved C C Hall Res. Engr. State Highway Dept.

Sec #143 Daily # 28

June 2, 52

7 38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engr Report No. 64 ~~Daily~~ or Week Ending June 14 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Correct JK Tierney Engr Insp
Title-S. P. Co.

Approved C C Ball
Res. Engr. State Highway Dept.

weekly #64
June 14 1952

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill Demar G.M.O. No. 50793

Gang Sect 143 Report No. 21 ~~Daily~~ or Week Ending June 14 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									7½	2.59	
								Total Labor	7½ hr		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
							Total Material		

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging for Contractor
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Sect 143
weekly # 21
June 14 52

Correct J C Thomas Engr Du
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No GMO 50793

Gang Section # 143 Report No. 32 Daily or Week Ending June 13 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									7½	2.59	

Total Labor 7½ hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Sec 143
Daily # 32
June 13 52

Correct
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Heavy Construction Location Bunker Hill - Highmore M.O. No. 50793

Gang Div. Engr. Report No. 65 ~~Daily~~ or Week Ending June 21 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

eekly #65
we 21 52

Correct J. F. Moyer Div. Engr.
Title-S. P. Co.

Approved C. C. Gale
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No 50793

Gang Section #142 Report No. 34 Daily or Week Ending June 18 1952

22 week Ending June 24 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman									2 2/3	1.73	
Labor OT									5	2.59	

Total Labor 7 2/3 hr

Class of Material	Unit	Price	Quantities A	 B	 C	 D	 E	 F	Amount
Motor Car 14	mi								
Gasoline	gal	1							
Oil	pt	1							

Total Material

Equipment	Equipment Hours * A	 B	 C	 D	 E

Description of Work	
A	Flagging for Contractor
B	
C	
D	
E	
F	

e: Also report locomotive and automobile miles.

22
752

Correct Eng Dep
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Dolmas G.M.O. No. 50793

Gang Divn Engr Report No. 66 ~~Daily or~~ Week Ending June 28 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Weekly # 66

June 28 52

Correct ________

Title-S. P. Co.

Approved ________

Res. Engr. State Highway Dept.

1-52 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section #143 Report No. 23 Daily or Week Ending June 28 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman									16	1.73	
Labor									48	1.459	

Total Labor 64 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging for Contractor
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Sec 143
weekly 23
June 28, 52

Correct JE Thomas Engr Insp
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W K REPORT OF LABOR A M TERIAL USED

Project Hway Const Location Bunker Hill Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 36 Daily ~~or Week Ending~~ June 27 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman									8	1.73	
Labor									24	1.459	

Total Labor 32

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Flagging for Contractor
B
C
D
E
F

* Note: Also report locomotive and automobile miles.

Sec 143
Daily # 36
June 27, 52

Correct J.E. Thomas
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W K REPORT OF LABOR AN M TERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 50798

Gang Section #143 Report No. 35 Daily ~~or Week Ending~~ June 26 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman									8	1.73	
Labor									24	1.459	

Total Labor 32 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Flagging for Contractor
B
C
D
E
F

* Note: Also report locomotive and automotile miles.

Correct Thorne Engr Insp
Title-S. P. Co.

Approved C C Lee
Res. Engr. State Highway Dept.

Sec 143
Daily #35
June 26, 52

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Defiance G.M.O. No. 50793

Gang Divn Engr Report No. 67 ~~Daily~~ or Week Ending June 30 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Weekly # 67
June 30 52

Correct
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38-500

L-7701

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

E. E. MAYO
CHIEF ENGINEER
C. R. TINKLER
VALUATION OFFICER
M. R. HAYNES
VALUATION AND TAX ENGINEER

RECEIVED
[illegible] 1952
FOR FILING

IN REPLY PLEASE REFER TO

File: 911/323
G.M.O. 50793

August 20, 1952

SUBJECT: Highway Construction Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

* Attached you will find three copies of Weekly Report Summaries Nos. 47 to 62 inclusive. One copy is supported by duplicates of daily and weekly field reports on Form No. L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement Audit 88315 dated December 21, 1951.

A GARDNER

Very truly yours,

E. E. Mayo
C R Tinkler

NOTED
W. C. WILLIAMS

* Encls.

[illegible]

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 47	Period Ending March 1, 1952
" " " " 48	Week " " 8, 1952
" " " " 49	" " " 15, 1952
" " " " 50	" " " 22, 1952
" " " " 51	" " " 29, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W   Y REPORT OF LABOR AN   TERIAL USED

Project Highway Const Location Bunker Hill Deluxe G.M.O. No 50793

Gang Divn Engrs Report No. 47 ~~Daily or~~ Week Ending Mar 1 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Weekly # 47
Mar 1st 52

Correct Engr Insp.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W Y REPORT OF LABOR AN I TERIAL USED

Project Highway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engr Report No. 48 ~~Daily or~~ Week Ending Mar 8 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Correct [illegible] Engr Insp
Title-S. P. Co.

Approved C. C. Dale
Res. Engr. State Highway Dept.

7 50

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W Y REPORT OF LABOR AN I TERIAL USED

Project Hiway Const Location Bunker Hill - Delmont G.M.O. No. 50793

Gang Divn Engrs Report No. 49 ~~Daily~~ or Week Ending Mar 15 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Weekly # 49 - 3-15-52

Correct J. E. Thomas Eng Insp
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W Y REPORT OF LABOR AN TERIAL USED

Project Highway Const Location Bunker Hill-Delum G.O. No. 50793

Gang Divn Engr. Report No. 50 ~~Daily~~ or Week Ending Mar 22 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing To Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Weekly # 50-3-22-52

Correct

Title-S. P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W[illegible]Y REPORT OF LABOR AN[illegible] [illegible]TERIAL USED

Project Highway Const Location Bunker Hill-Delmar [illegible].O. No. 50793

Gang Divn Engr. Report No. 50 ~~Daily~~ or Week Ending Mar 22 19 52

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Weekly #50-3-22-52

Correct J B Young Engr Desig
Title-S. P. Co.

Approved C C Dale
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill-Delmar W.O. No. 50793

Gang Div Engrs Report No. 51 ~~Daily or~~ Week Ending Mar 29 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
						Total Material			

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

weekly #51-3-29-52

Correct J Thomas Engr Insp
Title S. P. Co.

Approved C. C. Dale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 52 Period Ending March 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Foreman (Overtime) Sect. 143	Hours	6	2.60	15.60	
3	Laborers " "	"	12	2.204	26.45	
4					42.05	
5	Railroad Retirement and					
6	Unemployment Compensation Taxes		$42.05	6.25 c	2.63	
7	Workmen's Compensation Insurance		42.05	3.00 c	1.26	
8	Public Liability and					
9	Property Damage Insurance		42.05	1.00 c	.42	46.36
10	Total (2) Flagging and Watching and					
12	Total Weekly Report Summary No. 52					46.36

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W[illegible] REPORT OF LABOR AN[illegible]TERIAL USED

Project Highway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div Engrs Report No. 52 Daily or Week Ending Mar 31 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

weekly #52 - 3-31-52

Correct J E Thomas Engr Insp
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR W[illegible]Y REPORT OF LABOR AN[illegible] TERIAL USED

Project Highway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Sec 143 Report No. 20 Daily or ~~Week Ending~~ Mar 31 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									6	2.60	
Foreman OT											15.60
Labor OT									12	2.203	26.44

Total Labor 4204

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Daily # 20
Mar 21 1952

Correct J G Thomas Engr Supv
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

7 30

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W[illegible]Y REPORT OF LABOR AN[illegible]TERIAL USED

Project Highway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section #143 Report No. 8 ~~Daily~~ or Week Ending Mar 31 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman OT									6	2.60	15.60
Labor OT									12	2.208	26.44
								Total Labor	18 hr		42.04

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Flagging for Contractor
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct J. Thomas Engr Insp
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

~~Monthly~~ #4
Weekly #8
Mar. 31, 52

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 53	Period Ending April 5, 1952
" " " " 54	Week " " 12, 1952
" " " " 55	" " " 19, 1952
" " " " 56	" " " 26, 1952
" " " " 57	Period " " 30, 1952
" " " " 58	" " May 3, 1952

Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
			$	$	$

NOTHING TO REPORT

738 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill G.M.O. No. 50793

Gang Divn Engrs Report No. 53 ~~Daily~~ or Week Ending April 5, 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Weekly # 53
April 5, 52

Correct G. Thomas Eng Dist
Title S. P. Co.

Approved C C Gill
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Delmar W.O. No. 50793

Gang Div. Engr. Report No. 54 ~~Daily~~ or Week Ending April 12 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Weekly # 54
April 12, 52

Correct J. D. Moore Engr Insp
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Divn Engr. Report No. 55 ~~Daily~~ or Week Ending April 19, 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Weekly # 55
April 19, 52

Correct Engr Insp
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W EK Y REPORT OF LABOR AN TERIAL USED

Project Highway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Div Engrs Report No. 56 ~~Day~~ or Week Ending April 26 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

weekly #56
april 26, 52

Correct J.P. Young Eng Dept
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W EK Y REPORT OF LABOR AN M TERIAL USED

Project Highway Crsg Location Bunker Hill Delmar A.M.O. No. 50793

Gang Div. Engr Report No. 57 ~~Day~~ or Week Ending April 30 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Weekly # 57
April 30, 52

Correct J. E. Moore Engr Imp
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hway Const Location Bunker Hill - Delmar G.M.O. No. 57098

Gang Divn Engr Report No. 58 ~~Daily~~ or Week Ending May 3, 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Weekly #58
May 3, 52

Correct J E Moore - Engr Dsg
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 59 Week Ending May 10, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Laborers Sect. 143	Hours	8	1.459	11.67	
3	Vacation Allowance		$11.67	3.00 c	.35	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		12.02	6.25 c	.75	
6	Workmen's Compensation Insurance		12.02	3.00 c	.36	
7	Public Liability and					
8	Property Damage Insurance		12.02	1.00 c	.12	13.25
9	Total (2) Flagging and Watching					13.25
10	(4) ACCOUNTING (Cost of Billing)					
11	Junior Engineer 365.00/168	Hours	16	2.1726	34.76	
12	Vacation Allowance		$34.76	3.00 c	1.04	
13	Railroad Retirement and					
14	Unemployment Compensation Taxes		35.80	6.25 c	2.24	
15	Workmen's Compensation Insurance		35.80	3.00 c	1.07	
16	Public Liability and					
17	Property Damage Insurance		35.80	1.00 c	.36	39.47
18	Total (4) Accounting (Cost of Billing)					39.47
19	Total Weekly Report Summary No. 59					52.72

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W EK Y REPORT OF LABOR AN M TERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Divn Engrs Report No. 59 ~~Daily~~ or Week Ending May 10, 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to report											
									Total Labor		

Class of Material	Unit	Price	Quantities A	Quantities B	Quantities C	Quantities D	Quantities E	Quantities F	Amount
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Weekly 59

May 10, 52

Correct Wilkins - Engr Insp

Title-S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR W EK Y REPORT OF LABOR AN M TERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Sec 143 Report No. 21 Daily or ~~Week Ending~~ May 9 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor									8	1.459	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *						Description of Work
	A	B	C	D	E		
						A	Flagging
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles.

Daily # 21
May 9 52

Correct J E Thomas Engr Insp
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmue G.M.O. No. 50793

Gang Section 143 Report No. 9 ~~Daily or~~ Week Ending May 10 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor									8	1459	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive
and automobile miles.

Weekly #9
May 10 52

Correct J L Thomas Engr Tm
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 60 **Week Ending May 17, 1952**

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Laborers Sect. 143	Hours	16	1.459	23.34	
3	Vacation Allowance		$23.34	3.00 %	.70	
4	Railroad Retirement and					
5	Unemployment Compensation Taxes		24.04	6.25 %	1.50	
6	Workmen's Compensation Insurance		24.04	3.00 %	.72	
7	Public Liability and					
8	Property Damage Insurance		24.04	1.00 %	.24	26.50
9	Total (2) Flagging and Watching and					
10	Total Weekly Report Summary No. 60					26.50

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W EK REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Location Bunker Hill Delmar G.M.O. No. 60793

Gang Devore Engrs Report No. 60 ~~Daily~~ or Week Ending May 17 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Correct J Devore Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEK REPORT OF LABOR AN M TERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Section 143 Report No. 10 ~~Daily or~~ Week Ending May 17 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor	8	8							16	1.459	

Total Labor 16 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Weekly 10 Sec 143
May 17 52

Correct J E Adams Engr Insp
Title-S. P. Co.

Approved C P Hall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

1-52

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 23 Daily or ~~Week Ending~~ May 14 1954

Sub-Division of Work / Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
									8	1459	
Labor											

Total Labor 8 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

Flagging

A

B

C

D

E

F

Correct J Thomas Engr Insp Title-S. P. Co.

Approved C C Gall Res. Engr. State Highway Dept.

* Note: Also report locomotive and automobile miles.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR AN M TERIAL USED

Project Hiway Const Location Bunker Hill Dilwal G.M.O. No 50793

Gang Section 143 Report No. 22 Daily ~~or Week Ending~~ May 13, 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor									8	1.459	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Daily # 22
May 13, 52

Correct J E Thorogo Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 61 — Week Ending May 24, 1952

Description (1)		Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
(2) FLAGGING AND WATCHING						
Foreman (Overtime)	Sect. 143	Hours	2-2/3	2.59	6.91	
Laborers	"	"	16	1.459	23.34	
" (Overtime)	"	"	8-1/2	2.189	18.61	
					48.86	
Vacation Allowance			$23.34	3.00 c	.70	
Railroad Retirement and Unemployment Compensation Taxes			49.56	6.25 c	3.10	
Workmen's Compensation Insurance			49.56	3.00 c	1.49	
Public Liability and Property Damage Insurance			49.56	1.00 c	.50	54.65
Total (2) Flagging and Watching and Total Weekly Report Summary No. 61						54.65

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W EK REPORT OF LABOR AN M ERIAL USED

Project Hway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div. Engrs Report No. 61 ~~Daily~~ or Week Ending May 24 1952

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
~~Nothing to Report~~											
									Total Labor		

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
							Total Material		

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

weekly # 61
May 24 52

Correct K. Thomas Engr
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK REPORT OF LABOR AN M TERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Section #143 Report No. 11 ~~Daily or~~ Week Ending May 24 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Fman OT									2⅔	2.59	
Labor									16	1.459	
Labor OT									8½	2.243	

Total Labor 27 1/6 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Weekly #10 Sec 143
May 24 52

Correct J. E. Thomas Engr Insp
Title-S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEK REPORT OF LABOR AN M TERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 26 Daily ~~or Week Ending~~ May 24 1952

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
4 man OT									2 2/3	2.59	
Labor OT									6	2.243	
									8		

Total Labor 8 2/3 hr OT

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Flagging
						B
						C
						D
						E
						F

* Note: Also report locomotive and automobile miles.

Daily # 26 Sec 143
May 24 52

Correct J E Thomas Engr Dept
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEK REPORT OF LABOR AN M TERIAL USED

Project Hway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 25 Daily or ~~Week Ending~~ May 22 1952

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor									8	1459	
" " OT									2½	2.243	

Total Labor 10½ hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *						Description of Work
	A	B	C	D	E		
						A	Flagging
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive and automobile miles

Daily 4 23 Sec 143
May 22, 52

Correct J D Thomas Supr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR W EK REPORT OF LABOR AN M TERIAL USED L-7702

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Section #143 Report No. 24 Daily or ~~Week Ending~~ May 19 19 52

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Labor											
									8	1454	

Total Labor 8 hr

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Flagging
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Correct Engr
Title-S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

WEEKLY REPORT OF FORCE ACCOUNT WORK

Highway Construction Bunker Hill to Delmar, Oregon
In Accordance with Agreement Audit No. 88315 dated December 21, 1951
Between State of Oregon, State Highway Commission and
Southern Pacific Company

WEEKLY REPORT SUMMARY No. 62 Week Ending May 31, 1952

	Description (1)	Unit (2)	Quantity (3)	Unit Rate (4)	Amount (5)	Total (6)
				$	$	$
1	(2) FLAGGING AND WATCHING					
2	Foreman Sect. 143	Hours	2-2/3	2.59	6.91	
3	Railroad Retirement and					
4	Unemployment Compensation Taxes		$6.91	6.25 c	.43	
5	Workmen's Compensation Insurance		6.91	3.00 c	.21	
6	Public Liability and					
7	Property Damage Insurance		6.91	1.00 c	.07	7.62
8	Total (2) Flagging and Watching and					
9	Total Weekly Report Summary No. 62					7.62

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR W EK REPORT OF LABOR AN M ERIAL USED

Project Hiway Const Location Bunker Hill - Delmar G.M.O. No. 50793

Gang Div. Engrs Report No. 62 ~~Daily~~ or Week Ending May 31 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
							Total Labor				

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
						Total Material			

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Weekly # 62
May 31 1952

Correct ______
Title-S. P. Co.

Approved ______
Res. Engr. State Highway Dept.

1-52

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR W EK REPORT OF LABOR AN M TERIAL USED

Project Hiway Const Location Bunker Hill - Delmas G.M.O. No. 50793

Gang Section # 143 Report No. 12 ~~Daily~~ or Week Ending May 31 19 52

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
4 man									2 2/3	2.59	

Total Labor 2 2/3 hr

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Foreman Called to Flag for Contractor
B	
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Weekly # 12 Sec 143
May 31 52

Correct Engr Insp
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

1-52

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEK REPORT OF LABOR A M TERIAL USED

Project Hiway Const Location Bunker Hill-Delmar G.M.O. No. 50793

Gang Section # 143 Report No. 27 Daily or ~~Week Ending~~ May 26 1952

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman									2 2/3	2.59	

Total Labor 2 2/3

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Foreman Called to Flag for
B	Contractor
C	
D	
E	
F	

* Note: Also report locomotive and automobile miles.

Daily # 27 Sec 142
May 26 1952

Correct K Moore Engr Dir
Title-S. P.

Approved C C Gall
Res. Engr. State Highway Dept.

3-51-500

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

L-7701

E. E. MAYO
CHIEF ENGINEER
J. B. BAKER
VALUATION OFFICER

RECEIVED
FOR FILING

IN REPLY PLEASE REFER TO
File: 911/323

C

#3512

December 28, 1951

[illegible] TO
W. C. [illegible]
FOR [illegible]

SUBJECT: Highway Construction Bunker Hill to Delmar, Oregon

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

* Attached you will find three copies of Weekly Report Summaries Nos. 1 to 30 inclusive, and Supplement No. 1 to Weekly Report Summary Nos. 17, 18 and 19. One copy is supported by duplicates of daily and weekly field reports on Form No. L-7702.

These reports are in support of estimate to be rendered covering the force account work done according to terms of Agreement in course of preparation and are replacements of those returned with your letter of December 19, 1951.

RECEIVED
JAN 2 - 1952
OREGON STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

NOTED
W. C. WILLIAMS

Very truly yours,

E. E. Mayo

* Encls.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK. REPORT OF LABOR D M. ERIAL USED

Project Highway Line Change Location Bunker Hill-Delmar G.M.O. No.

Gang Divn. Engrs. Report No. 1 ~~Daily~~ or Week Ending June 9 19 51

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp	32								32	2.2916	
Asst Engr.	32								32	2.6498	
Rodman	32								32	1.6964	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense (Ayers)	Break		4						3.60
	Lunch		4						4.80
	Dinner		4						6.10
	Hotel		3						9.00
Expense (Radcliff	Break		4						2.45
	Lunch		4						3.95
	Dinner		3						3.60
	Hotel		3						7.50
									$
Expense (Harper)	Break		4						3.55
	Lunch		4						4.75
	Dinner		3						4.70
	Hotel		3						9.00

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Locating Drill Holes & Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs #1
Weekly 6/7/51

Correct R. M. Ayers Engr. Insp.
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

L-7702

Project Highway Line Change Location Bunker Hill-Delmar G.M.O. No.

Gang Divn. Engrs Report No. 4 Daily or ~~Week Ending~~ June 8 19 51

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp	8								8	2.2916	
Asst. Engr.	8								8	2.6488	
Rodman	8								8	1.6964	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense (RM Ayers)	Break	.85							
	Lunch	1.10							
	Dinner	1.35							
Expense (H.B. Radcliffe)	Break	.60							
	Lunch	1.00							
Expense (Z.R. Harper)	Break	.85							
	Lunch	1.20							

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Locating Drill Holes & Inspections
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs #4
6/8/51

Correct R.M. Ayers Engr. Insp.
Title-S.P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Line Change Location Bunker Hill-Delmar G.M.O. No.

Gang Divn. Engrs Report No. 3 Daily or ~~Week Ending~~ June 7 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp	8										
Asst. Engr.	8								8	2.2916	
Rodman	8								8	2.6488	
									8	1.6964	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense (R.M. Ayers)	Break	.90							
	Lunch	1.10							
	Dinner	1.60							
	Hotel	3.00							
Expence (HB Radcliff)	Break	.60							
	Lunch	1.00							
	Dinner	1.25							
	Hotel	2.50							
Expense (C.R. Harper)	Break	.95							
	Lunch	1.20							
	Dinner	1.55							
	Hotel	3.00							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Locating Drill Holes & Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs #3
6/7/51

Correct R. M. Ayers Eng. Insp.
T&L S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

7-38 L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway-Line Change Location Bunker Hill-Delmar G.M.O. No.

Gang Divn Engrs Report No. 2 Daily or ~~Week Ending~~ June 6 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp.	8								8	2.2916	
Asst. Engr.	8								8	2.6499	
Rodman	8								8	1.6964	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense (R.M. Ayers)	Break	.90							
	Lunch	1.00							
	Dinner	1.50							
	Hotel	3.00							
Expense (H.B. Radcliff	Break	.60							
	Lunch	.95							
	Dinner	1.10							
	Hotel	2.50							
Expense (Z.R. Harper)	Break	.85							
	Lunch	1.20							
	Dinner	1.60							
	Hotel	3.00							

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A Loading Drill Holes - Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs #2
6/6/51

Correct R.M. Ayers Engr. Insp.
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M ERIAL USED

L-7702

Project Highway Line Change Location Bunker Hill to Delmar G.M.O. No.

Gang Divn Engrs Report No. 1 Daily or ~~Week Ending~~ June 5, 1951

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp	8										
Asst. Engr.	8								8	2.2916	
Rodman	8								8	2.6488	
									8	1.6964	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense (R M Ayers)	Break	.95							
	Lunch	1.10							
	Dinner	1.65							
	Hotel	3.00							
Expense (H B Radcliff)	Break	.65							
	Lunch	1.00							
	Dinner	1.25							
	Hotel	2.50							
Expense (Z. R. Harper	Break	.90							
	Lunch	1.15							
	Dinner	1.55							
	Hotel	3.00							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Locating Drill Holes & Inspection
B
C
D
E
F

* Note: Also report locomotive miles.

Divn Engrs #1
6/5/51

Correct R. M. Ayers Engr. Insp.
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

Project Highway Line Change Location Bunker Hill-Delmar G.M.O. No.

Gang Sect. 143 Report No. 1 ~~Daily~~ or Week Ending July 9, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	8								8	1.6994	
Labor	48								48	1.41	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Protection for Drilling operation
B	on R.R. Tracks
C	
D	
E	
F	

* Note: Also report locomotive miles.

Sect. 143
Weekly 1 July 9, 1951

Correct R. W. Ayers Eng. Insp.
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR D M TERIAL USED

Project Highway Line Change Location Bunker Hill-Delmar G.M.O. No. ____

Gang Section 143 Report No. 2 Daily or ~~Week Ending~~ June 7 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Laborers	16								16	1.41	
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
								Total Material	

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Flagman for Drilling on R.R.
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Sect. 143 #2
6/7/51

Correct R. M. Ayers Eng. Insp.
Title-S. P. Co.

Approved ____
Res. Engr. State Highway Dept.

7-38

L-7702

SOUTHERN PACIFIC COMPANY
DAILY OR EEK REPORT OF LABOR D M ERIAL USED

Project Highway Line Change Location Bunker Hill-Delmar G.M.O. No.

Gang Section 143 Report No. 1 Daily or ~~Week Ending~~ June 6 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	8								8	1.6994	
Labor	32								32	1.41	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work
A Flagmen - Test Drilling on R.R.
B
C
D
E
F

* Note: Also report locomotive miles.

Sect. 143
#1 - 6/6/51

Correct R.M. Ayers Engr. Insp.
T&NO-S. P. Co.

Approved

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Line Change Location Bunker Hill-Delmar G.M.O. No.

Gang Divn Engrs Report No. 5 Daily or ~~Week Ending~~ June 12 1951

2 Weekending June 16, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Asst. Engr.	8								8	2.6488	
Rodman	8								8	1.6904	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense (HB Radcliff)	Break	.60							
	Lunch	1.10							
	Dinner	1.15							
	Hotel	2.50							
Expense (Z.R. Harper)	Break	.90							
	Lunch	1.20							
	Dinner	1.65							
	Hotel	2.50							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Locating Drill Holes

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs #5 - 6/12/51

Weekly #2 - 6/16/51

Correct P.M. Ayers Eng. Insp.

Title-S. P. Co.

Approved C C Gall

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EKI REPORT OF LABOR A M ERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No.

Gang Divn Engrs Report No. 3 or Week Ending June 23 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report.											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs
Weekly #3 6/23/51

Correct R M Ayer Engr. Insp.
T. & N. O. R. R. — S. P. Co.

Approved C. E. Hall
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No. ______

Gang Div. Engrs Report No. 4 or Week Ending June 30 19 51

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Div. Engrs
Weekly #4 6/23/51

Correct P. M. Ayers Engr. Insp.
Title-S. P. Co.

Approved E. D. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill to Delmar C.M.O. No. ____

Gang Div-Engrs Report No. 5 ~~Daily~~ or Week Ending July 7 19 51

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report.											

Total Labor ____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ____

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Div — Engrs
Weekly #5 7/7/51

Correct R. M. Ayers Eng. Insp.
Title S. P. Co.

Approved ____
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No.

Gang Div. Engrs Report No. 6 ~~Daily~~ or Week Ending July 14 19 5

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Div. Engrs
Weekly #6 7/14/51

Correct P. M. Ayers Engr. Supr. Title-S.P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EKI REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill-Delmar G.M.O. No. ______

Gang Div. Engrs Report No. 7 ~~Daily~~ or Week Ending July 21 19 51

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Div. Engrs
Weekly No 7 7/21/51

Correct R. M. Ayers Engr. Insp.
Title-S.P. Co.

Approved ______
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EKI REPORT OF LABOR A M ERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No. ____

Gang Div-Engrs Report .o. 8 ~~Daily~~ or Week Ending July 28, 1951
6 Daily July 27, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.2916	

Total Labor ____

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material ____

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Office Work
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Div-Engrs
#6 7/27/51
Weekly 8 - 7/28/51

Correct P. M. Ayers Engr. Insp.
For S. P. Co.

Approved ____
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No.

Gang Divn Engrs Report No. 9 ~~Daily~~ or Week Ending July 31 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Nothing to Report											

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A

B

C

D

E

F

* Note: Also report locomotive miles.

Divn Engrs

Weekly #9 7/31/51

Correct R. M. Ayers Engr. Disp.

Title-S. P. Co.

Approved E. B. Gale

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill-Delmar G.M.O. No. ____

Gang Div. Engrs Report No. 10 Daily or Week Ending Aug 4 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor ____

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ____

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Div. Engrs
Weekly #10 8/4/51

Correct R. M. Ayres Engr. Insp.
Title S. P. Co.

Approved
Res. Engr. State Highway Dept.

7.38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker-Hill-Dalmon M.O. No. ______

Gang Div Engr Report No. 11 ~~Daily~~ or Week Ending Aug 11 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Other Reports
Teleg Dept Dist Lineman #25

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Div Engr
Weekly #11 8/11/51

Correct J. M. Ayer, Engr. Insp.
Title S. P. Co.

Approved C. G. Dale
Res. Engr. State Highway Dept.

7 38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No. ______

Gang Teleg Dept #25 Report No. 1 ~~Daily~~ or ~~Week Ending~~ weekending Aug 11 19 51

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	6½								6½	2.1587	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
F.W. Davies									
Priv. Auto	Miles	.07	6						.42
Sleeves #9 B&S	each		4						
Wire Cu #9 AWG	Feet		20						
Duplex #16	"		2000						
Salvage									
Wire Cu #9 AWG	"		3600						

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Repairs Acct Highway
B	Construction
C	
D	
E	
F	

* Note: Also report locomotive miles.

Teleg Dept. #25
Weekly #1 8/11/51

Correct P. M. Ayers Engr. Insp.
Title S. P. Co.

Approved E C Gale
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delivery G.M.O. No.

Gang Teleg #25 Report No. 2 Daily or ~~Week Endi~~ng Aug 9 1951

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	5								5	2.1387	

Total Labor

Class of Material	Unit	Price	A	B	C	D	E	F	Amount
Expense									
F.W. Davies									
Priv Auto	Miles	.07	3						
Duplex #16	Feet		2000						
Salvage									
Wire Cu. #9 AWG.	Feet		3600						

Total Material

Equipment	A	B	C	D	E

Description of Work

A Remove Line Wire &
B Install Duplex acct
C Highway Const.
D M.P. 770 to 770.10
E
F

* Note: Also report locomotive miles.

Teleg #25
#2 8/9/51

Correct R. M. Ayers Eng. Insp.
Title S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

738

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Coast Location Bunker Hill-Delmar G.M.O. No.

Gang Teleg Dept #25 Report No. 1 Daily or ~~Week Ending~~ Aug 8 1951

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	1½								1½	2.1387	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
F.W. Davies									
Priv. Auto	Miles	.07	3						
Sleeves #9 B&S	each		4						.21
Wire Cu #9 Allig.	Feet		20						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Repairing Lines damaged
B by Bulldozer MP 770.5
C
D
E
F

* Note: Also report locomotive miles.

Teleg #25
#1 8/8/51

Correct R.M. Dyer Engr Insp.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

7-38 SOUTHERN PACIFIC COMPANY L-7702

DAILY OR [✓ WEEKLY] REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker-Hill-Delmar G.M.O. No.

Gang Divn Engrs Report No. 12 ~~Date~~ or Week Ending Aug 18 1951

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Engr Insp		16						16	2.0924	
Overtime		5½						5½	3.1386	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
A M Ayers	Break	.90	1						.90
	Lunch	1.00	1						1.00
	Dinner	1.45	1						1.45

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engr.
Weekly #12 8/18/51

Correct A. M. Ayers Eng. Insp.
Title S. P. Co.

Approved C. C. Gale
Res. Engr. State Highway Dept.

7-38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const. Location Bunker-Hill-Delmar G.M.O. No. ______

Gang Div-Engrs Report No. 7 Daily or ~~Week Ending~~ Aug 17 1951

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp	8								8	2.0924	
									Total Labor		

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
							Total Material		

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Office Work
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Div-Engrs

#7 8/17/51

Correct R.M. Ayers Engr. Insp.

Title-S. P. Co.

Approved C C Gale

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill-Delmar G.M.O. No.

Gang Div~ Engrs Report No. 6 Daily or ~~Week Ending~~ Aug 16 19 51

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp.	8								8	2.0924	
Overtime	5½								5½	3.1386	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expence									
R.M. Ayers	Break	.90							
	Lunch	1.00							
	Dinner	1.45							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Inspection & Driving

B

C

D

E

F

* Note: Also report locomotive miles.

Div~ Engrs

#6 8/16/51

Correct R.M. Ayers Engr Insp.

Title S. P. Co.

Approved E. E. Gale

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No. ______

Gang Teleg Dept #25 Report No. 2 ~~Daily~~ or Week Ending Aug 18 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	17								17	2.1387	
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
F.W. Davies									
Priv Auto	Miles	.07	43						3.01
	Dinner	1.10	2						2.20
Wire Duplex #16	Feet		1600						
Cable 4 Cond Army Surplus	"		50						
Salvage									
Wire Cu #9 AWG	"		2175						
								Total Material	

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Repairs Acct Highway
B Const.
C
D
E
F

* Note: Also report locomotive miles.

Teleg Dept #25
Weekly #2 8/18/51

Correct P. M. Ayers Eng Insp. Title S. P. Co.

Approved C. C. Gale
Res. Engr. State Highway Dept.

7 38

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EKI REPORT OF LABOR A M ERIAL USED

Project Highway Coust Location Bunka Hill-Delmar G.M.O. No.

Gang Teleg Dept #25 Report No. 5 Daily or ~~Week Ending~~ Aug 17 19 51

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	4								4	2.1387	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
F.W. Davies									
Priv Auto	Miles	.07	10						.70
Salvaged									
Wire Cu #9 AWG	Feet		1150						

Total Material

Equipment	Equipment Hours *						Description of Work
	A	B	C	D	E		
						A	Salvage Wire & Check Line
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Teleg Dept #25
#5 8/17/51

Correct P.M. Ayer Engr. Insp.
Title S. P. Co.

Approved

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No.

Gang Teleg Dept. Report No. 4 Daily or ~~Week Ending~~ Aug 16 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	7								7	2.1381	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
F.W. Davies	Dinner	1.10	1						1.10
Priv Auto	Miles	.07	24						1.68
Wire Duplex #16	Feet		700						
Cable 4 Cond Armr Duplx	"		50						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Clearing Wire trouble
B Caused by State Const.
C
D
E
F

* Note: Also report locomotive miles.

Teleg Dept. #25
#4 8/16/51

Correct R. M. Ayers Engr. Insp.
Title-S. P. Co.

Approved
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No.

Gang Teleg Dept.#25 Report No. 3 Daily or ~~Week Ending~~ Aug 15 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	6								6	2.1391	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Duplex #16	Ft.		900						
Salvaged									
~~#~~ Wire Cu #9 AWG	Ft.		1025						
Expense									
F W Davies	Lunch	1.10	1						1.10
Priv Auto	Miles	.07	9						.63

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Install Duplex Acct Hiwy

B Const.

C

D

E

F

* Note: Also report locomotive miles.

Teleg Dept #25

#3 8/15/51

Correct R.M. Ayers Engr Insp. Title S. P. Co.

Approved C C Hall

Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No.

Gang Div-Engrs Report No. 13 ~~Date~~ or Week Ending Aug 25 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp.	24								24	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.M. Ayers	Break		2						1.90
	Lunch		2						2.35
	Dinner		1						1.55
	Hotel		1						3.25
	Bus		1						5.29

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work	
A	Inspection
B	
C	
D	
E	
F	

*Note: Also report locomotive miles.

Div-Engrs
Weekly #13 8/25/51

Correct R.M. Ayers Engr Insp.
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEKL REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill-Delmar G.M.O. No.

Gang Div Engr Report No. 10 Daily or ~~Week Ending~~ Aug 24 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp	8								8	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Office Work
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Div Engr

#10 8/24/51

Correct P.M. Ayer Eng. Insp.
Title-S. P. Co.

Approved C E Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill-Delmar G.M.O. No.

Gang Div-Engrs Report No. 9 Daily or ~~Week Ending~~ Aug 23 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp.	8								8	2.0924	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.M. Ayers	Break	.95							
	Lunch	1.20							
	Bus	5.29							

Total Material

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Div-Engrs
#9 8/23/51

Correct R.M. Ayers Engr Insp.
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No.

Gang Div Engrs Report No. 8 Daily or ~~Week Ending~~ Aug 22 1951

Sub-Division of Work

Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp.	8								8	2.0924	
								Total Labor			

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R M Ayers	Break	.95							
	Lunch	1.15							
	Dinner	1.55							
	Hotel	5.25							
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E	Description of Work
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Div Engrs
#8 8/22/51

Correct R M Ayers Engr. Insp.
Title S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No. ______

Gang Teleg Dept #25 Report No. 3 ~~Daily~~ or Week Ending Aug 25 19 51

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Lineman	14¾	(F.W. Davies @ 373 62)						14¾	2.1857	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Duplex #16	Ft.		1500						
Sleeves #9 B&S	ea		6						
Wire Cu #9 AWG	Ft		20						
Bracket-Wood Pole	ea		2						
Salvage									
Wire Cu #9 AWG	Ft.		2600						
Expense F.W. Davies									
Priv Auto	Miles	.07	30						2.10
Dinner	ea	1.00	1						1.00

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A Install Duplex
B & Clear Trouble
C
D
E
F

* Note: Also report locomotive miles.

Teleg #25
Weekly #3 8/25/51

Correct R.M. Ayer Engr. Insp.
Title-S. P. Co.

Approved C C
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

L-7702

roject Highway Const. Location Bunker Hill-Delmar G.M.O. No.

Gang Teleg Dept. #25 Report No. 8 Daily or [illegible]ng Aug 25 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	4¼								4¼	2.1387	
								Total Labor			

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Duplex #16	ft.		900						
Salvage									
Wire Cu #9 AWG.	Ft.		1600						
Expense									
Priv Auto	Miles	.07	6						.42
								Total Material	

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work	
A	Install Duplex Acct
B	Highway Const Clea
C	
D	
E	
F	

* Note: Also report locomotive miles.

Teleg Dept. #25
#8 8/25/51

Correct P. M. [illegible] Engr. Insp.
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Coust. Location Bunker Hill-Delmar G.M.O. No.

Gang Teleg Dept #25 Report No. 7 Daily or ~~Week ending~~ Aug 23 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	5								5	2.1387	
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Sleeves #9 B&S	ea		6						
Wire Cu #9 AWG	Ft.		20						
Brackets-Wood Pole	ea		2						
Expense									
Priv Auto	Miles	.07	14						.98
								Total Material	

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Clearing Wire Trouble
B Caused By State Highway
C Falling Tree Thru Lead
D M.P. 0776
E
F

* Note: Also report locomotive miles.

Teleg Dept #25
#7 8/23/51

Correct P.M. Ayers Engr. Insp.
Title S. P. Co.

Approved C C Gall
Res. Engr. State Hignway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

Project Highway Const. Location Bunker Hill-Delmar C.M.O. No.

Gang Teleg. Dept. #25 Report No. 6 Daily or ~~Week Ending~~ Aug 20 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	5½								5½	2.1387	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Duplex #16	Ft.		600						
Salvage									
Wire Cu #9 AWG	Ft.		1000						
Expense									
F.W. Davis									
Priv Auto	Miles	.07	10						.70
Dinner	ea	1.00							1.00
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	M.P. 774 Remove Line
B	Wire & Install Duplex
C	Acct Highway Const.
D	
E	
F	

* Note: Also report locomotive miles.

Teleg Dept. #25
#6 8/20/51

Correct R. M. Ayers Engr Insp.
Title S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

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L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No. ______

Gang Div- Engrs Report No. 14 ~~Date~~ or Week Ending Aug 31, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr. Insp	24								24	2.0924	
										Total Labor	

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense (Ayers)									
Break	ea	—	2						1.85
Lunch	ea	—	2						2.15
Dinner	ea	—	1						1.55
Hotel	ea	—	1						4.00
								Total Material	

Equipment	Equipment Hours * A	B	C	D	E	Description of Work	
						A	Inspection
						B	
						C	
						D	
						E	
						F	

* Note: Also report locomotive miles.

Weekly #14
Week Ending 8/31/51
Div- Engrs

Correct R. M. Ayers Engr. Insp.
Title S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No. ______

Gang Div Engrs Report No. 13 Daily or ~~Week Ending~~ Aug 31 1951

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Engr. Insp.	8							8	2.074	

Total Labor ______

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	

Total Material ______

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A ① Office Work
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Div Engrs
#13 8/31/51

Correct R. M. Ayers Eng. Insp.
Title S. P. Co.

Approved C C Gill
Res. Engr. State Highway Dept.

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SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Odessa G.M.O. No. ____

Gang Div. Engrs Report No. 12 Daily or ~~Week Ending~~ Aug 30 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp.	8								8	2.0924	
										Total Labor	

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
(R.M. Ayers)									
Break		.90							
Lunch		1.00							
								Total Material	

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Div. Engrs #12
8/30/51

Correct R.M. Ayers Engr. Insp.
Title S. P. Co.

Approved C. C. Gale
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Delmar ~~Sta~~. No. ______

Gang Divn Engrs Report No. 11 Daily or ~~Week ending~~ Aug 29, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Engr Insp.	8								8	2.0924	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense (R.M. Ayers)									
Break	ea	.95							
Lunch	"	1.15							
Dinner	"	1.55							
Hotel	"	4.00							

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

	Description of Work
A	Inspection
B	
C	
D	
E	
F	

* Note: Also report locomotive miles.

Divn Engrs
#11 -

8/29/51

Correct R.M. Ayers Engr Insp.
Title S. P. Co.

Approved C. C. Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const Location BunkerHill Delmar G.M.O. No.

Gang Teleg Dept Extra Gang Report No. 5 Daily or ~~Week Ending~~ Aug 31 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	8								8	2.2446	
Lineman	24								24	2.0857	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
R.L. Hudson	day	7.40							7.40
N.E. Gerety	"	7.30							7.30
W.J. Duffy	"	7.30							7.30
H.O. Thomas	"	7.25							7.25
Truck	Miles		20						

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Place Duplex Acct Highway
B Grading
C
D
E
F

* Note: Also report locomotive miles.

Correct R M Ayers Engr. Insp.
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept ExtraGang Report No. 4 Daily or ~~Week Ending~~ Aug 30 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	8								8	2.2446	
Linemen	24								24	2.0857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.L. Hudson	day	7.30	1						7.30
N.E. Gerety	"	7.30	1						7.30
W.J. Duffy	"	7.35	1						7.35
H.O. Thomas	"	7.40	1						7.40
Truck	Miles		20						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Place Duplex Acct. Highway
B Grading
C
D
E
F

* Note: Also report locomotive miles.

Correct A. M. Ayers Engr. Supv.
Title-S. P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

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SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EK REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept Extra Gang Report No. 3 Daily or ~~Week End~~ing Aug. 29, 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	8								8	2.2446	
Linemen	24								24	2.0857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.L. Hudson	day	7.30							
N.E. Gerety	"	7.35							
W.J. Duffy	"	7.30							
H O Thomas	"	7.35							
Truck	Miles		~~33~~	75					

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Place Duplex Acct Highway

B Grading

C

D

E

F

* Note: Also report locomotive miles.

Correct P.M. Ayers Engr. Supv.
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

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SOUTHERN PACIFIC COMPANY

DAILY OR EK REPORT OF LABOR A M ERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept Extra Gang Report No. 2 Daily or W~~eek Endi~~ng Aug 28 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	8								8	2.2446	
Lineman	24								24	2.0857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.L. Hudson	day	7.30	1						7.30
N.E. Gerety	"	7.20	1						7.20
W.J. Duffy	"	7.40	1						7.40
H.O. Thomas	"	7.30	1						7.30
Truck	Miles		20						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Place Duplex Acct
B Highway Grading
C
D
E
F

* Note: Also report locomotive miles.

Correct R. M. Ayer Engr Supv.
Title S. P. Co.

Approved C C Hall
Res. Engr. State Highway Dept.

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SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept. Extra Gang Report No. 1 Daily or ~~Week Endin~~g Aug 27 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	8								8	2.2446	
Linemen	24								24	2.0857	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
R.L. Hudson	day	6.85	1						6.85
N.E. Gerety	"	6.85	1						6.85
W.J. Duffy	"	6.35	1						6.35
H.O. Thomas	"	6.40	1						6.40
Truck	Miles		180						

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Cut in Duplex Acct
B Highway Grading
C
D
E
F

* Note: Also report locomotive miles.

Correct R. McAyer Engr Insp
[illegible] S. P. Co.

Approved
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept Extra Gang Report No. 1 ~~Daily~~ or Week Ending Aug 31 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	40								40	2.2446	
Linemen	120								120	2.0857	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
R.L. Hudson	day		5						35.65
N.E. Geraty	"		5						35.50
W.J. Duffy	"		5						35.70
H.O. Thalman	"		5						35.70
Truck	Miles		265						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Place Duplex Acct Highway

B Const.

C

D

E

F

* Note: Also report locomotive miles.

Correct

Title S. P. Co.

7 38

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR EEK REPORT OF LABOR / D M ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept #25 Report No. 4 ~~Daily~~ or Week Ending Aug 31 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Linemen	24								24	2.1387	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
F.W. Dones	Dinner		3						3.65
Priv Auto	Miles	.07	36						2.52
Duplex #11	ft.		20,000						
4 Cond. Surplus Cable	"		200						
Tape Rubber 3/4"	Rolls		2						
" Friction 3/4"	"		3						
M-9 Motor Car	Miles		12						
Gas	Gal		1/4						
Oil	"		1/4						
Salvage									
Wire CU #9 AWG	ft.		40,000						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Place W.U. Line in Duplex
B
C
D
E
F

* Note: Also record locomotive miles.

Approved R. M. Oyer Engr. Insp.
Telg. E. C.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No. ______

Gang Teleg Dept #25 Report No. 11 Daily or ~~Week Ending~~ Aug 31 19 51

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	8								8	2.1387	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
F.W. Davies	Dinner	1.20	1						1.20
M-9 Motor Car	Miles		12						
Gas	Gal		1/4						
Oil	"		1/4						
Salvage									
Wire Cu #9 AWG	ft.		40,000						

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Reel up Wire

B

C

D

E

F

* Note: Also report locomotive miles.

Correct R. M. Ayers Engr. Insp.

Title—S. P. Co.

Approved ______

Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill-Delmar G.M.O. No. ____

Gang Teleg Dept #25 Report No. 10 Daily or ~~Week Ending~~ Aug 29 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	8								8	2.1387	

Total Labor ____

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
F.W. Davies	Dinner	125	1						1.25
Priv Auto	Miles	.07	12						.84
Tape-Rubber 3/4"	Rolls		2						
" Friction 3/4"	Rolls		3						

Total Material ____

Equipment	Equipment Hours *				
	A	B	C	D	E

Description of Work

A Splice up 20,000 ft
B Duplex 200 ft Cable
C Acct Moving Line for
D State Highway Const
E
F

* Note: Also report locomotive miles.

Correct R.M. Ayers Eng. Insp.
Title S.P. Co.

Approved C. C. Hall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EKI REPORT OF LABOR A M. ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Tel & Dept #25 Report No. 9 Daily or ~~Week Ending~~ Aug 28 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	8								8	2.1387	

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense F.W. Davies	lunch	1.20							1.20
Priv Auto	Miles	.07	12						.84
Duplex # 16	ft.		29000						
4 Conductor Army Surplus Cable	ft.		200						

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Placing W.U. Line in
B Duplex
C
D
E
F

* Note: Also report locomotive miles.

Correct P. M. Ayers Eng. Supv.
Title-S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY L-7702

DAILY OR EEK REPORT OF LABOR A M ERIAL USED

Proj ct Highway Const. Location Bunker-Hill Delmar .O. No.

Gang Div-Engrs Report No. 15 ~~Day~~ or Week Ending Sept 1 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Weekly #15
Div-Engr
9/1/51

Correct R M Ayers Engr. Insp.
Title S. P. Co.

Approved C C Gall
Res. Engr. State Highway Dept.

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker-Hill Delmar W.O. No. ______

Gang Div-Engrs Report No. 15 ~~Day~~ or Week Ending Sept 1 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount

Nothing to Report

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

Description of Work
A
B
C
D
E
F

* Note: Also report locomotive miles.

Weekly #15
Div-Engrs
9/1/51

Correct R M Ayer Engr. Insp.
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

7-36

L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bonkerhill Delmar G.M.O. No.

Gang Div-Engrs Report No. 14 Daily or ~~Week Ending~~ Sept 5 1951

No. 16 Weekending Sept. 8 1951

Sub-Division of Work										
Class of Labor	A	B	C	D	E	F		Hours	Rate	Amount
Eng. Insp.	8							8	2.5329	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
Ayers									
Break	ea	—	1						.90
Lunch	"	—	1						1.10
Dinner	"	—	1						1.60
Hotel	"	—	1						4.00

Total Material

Equipment	Equipment Hours *					Description of Work
	A	B	C	D	E	
						A Inspection
						B
						C
						D
						E
						F

* Note: Also report locomotive miles.

Div-Engrs
#14 - 9/5/51
Weekly #16 9/8/51

Correct P M Ayers Engr Insp.
Title-S. P. Co.

Approved C C Gale
Res. Engr. State Highway Dept.

7-36

SOUTHERN PACIFIC COMPANY

L-7702

DAILY OR EEK REPORT OF LABOR A D M ERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No. ______

Gang Teleg Dept. Report No. 12 Daily or ~~Week Ending~~ Sept 4 1951
No. 5 Weekending Sept. 8 1951

Sub-Division of Work Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Lineman	8								8	2.5889	

Total Labor ______

Class of Material	Unit	Price	Quantities A	B	C	D	E	F	Amount
Expense									
F.W. Davies	Dinner	1.25							
M-9 MotorCar	Miles		12						
Gas	Gal		1/4						
Oil	"		1/4						
Cable-Surplus 4 Cond.	Ft.		80						

Total Material ______

Equipment	Equipment Hours * A	B	C	D	E

Description of Work

A Cut in Xings State Highway
B Dept.
C
D
E
F

* Note: Also report locomotive miles.

Correct R.M. Ayers Eng. Imp.
Title S. P. Co.

Approved ______
Res. Engr. State Highway Dept.

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L-7702

SOUTHERN PACIFIC COMPANY

DAILY OR WEEKLY REPORT OF LABOR AND MATERIAL USED

Project Highway Const. Location Bunker Hill Delmar G.M.O. No.

Gang Teleg Dept. Ex. Gang Report No. 2 or Week Ending Sept 8 1951

Sub-Division of Work											
Class of Labor	A	B	C	D	E	F			Hours	Rate	Amount
Foreman	24								24	2.7172	
Linemen	72								72	2.5249	

Total Labor

Class of Material	Unit	Price	Quantities						Amount
			A	B	C	D	E	F	
Expense									
R.L. Hudson	day		3						17.45
N.E. Gerety	"		3						17.20
W.J. Duffy	"		3						17.20
H.O. Thomas	"		3						17.20
Truck	Miles		175						

Total Material

Equipment	Equipment Hours *				
	A	B	C	D	E

	Description of Work
A	Place Duplex Acct
B	Highway Const.
C	
D	
E	
F	

* Note: Also report locomotive miles.

Correct P.M. [illegible] Eng. Insp. Title-S.P. Co.

Approved C C Hall Res. Engr. State Highway Dept.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 3475 Ends with: Contract # 3512

Continued on Reel # 59

FLASH CARDS: Begins every Contract

Remarks:

Reel No. ________ Reduction Ratio 21:1 Project No. ________

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 6th day of August 19 90 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Ronda R. Lewis